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2013

THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-730

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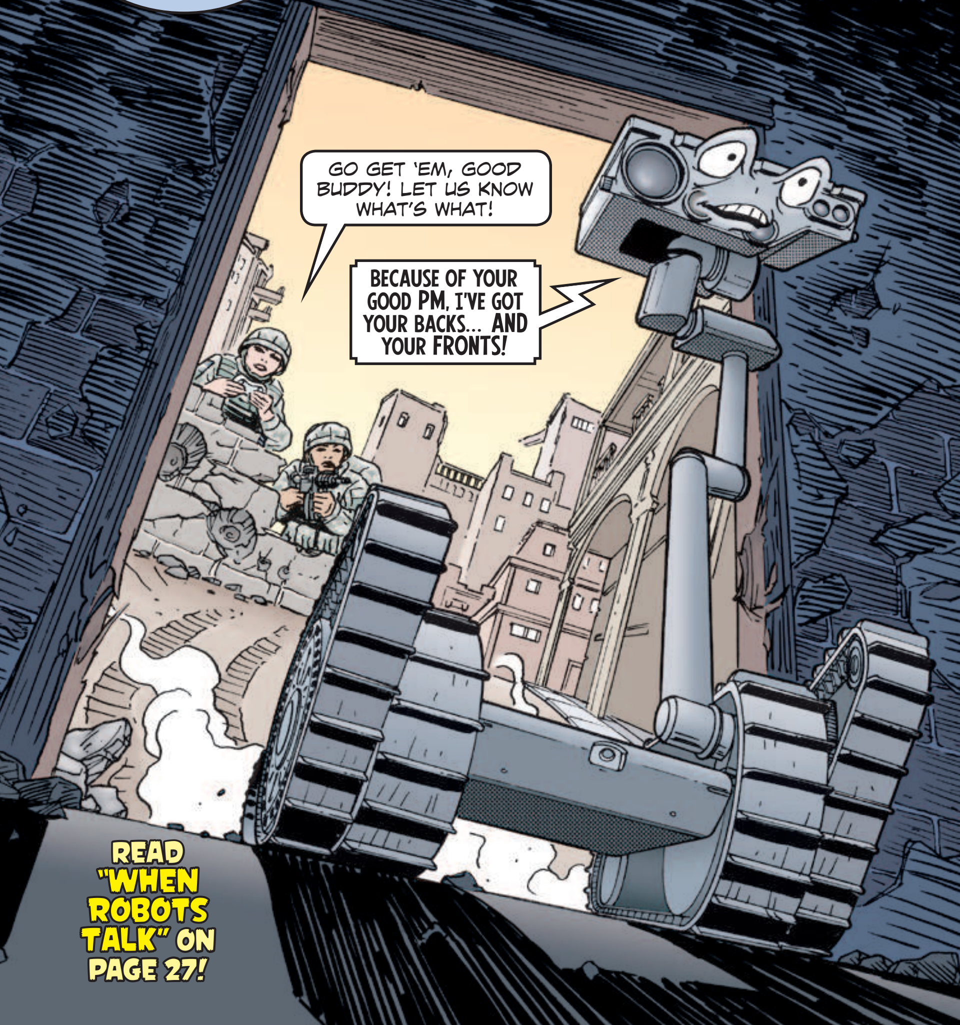
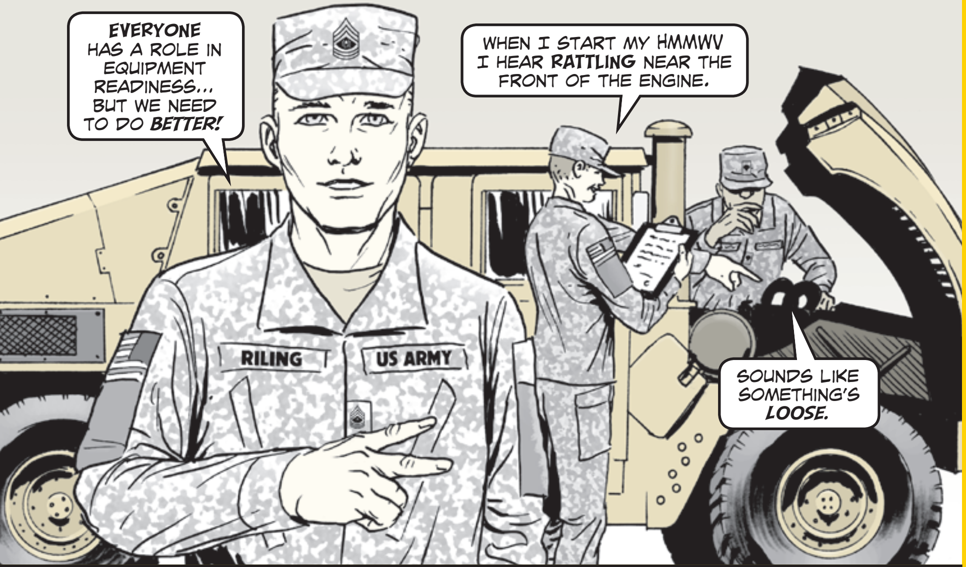

GO GET 'EM, GOOD BUDDY! LET US KNOW WHAT'S WHAT!
BECAUSE OF YOUR GOOD PM, I'VE GOT YOUR BACKS... AND YOUR FRONTS!

READ "WHEN ROBOTS TALK" ON PAGE 27!

CSM Corner...

IT IS YOUR BUSINESS!


EVERYONE HAS A ROLE IN EQUIPMENT READINESS... BUT WE NEED TO DO BETTER!
WHEN I START MY HMMWV I HEAR RATTLING NEAR THE FRONT OF THE ENGINE.
SOUNDS LIKE SOMETHING'S LOOSE.
RILING
US ARMY

CSM RONALD T. RILING,
ARMY MATERIEL COMMAND

You drive it, shoot it, wear it, fly it or communicate with it. So who maintains it? The answer is—a lot of people.

Operators, whose lives often depend on equipment working right, must do preventive maintenance checks and services.

Motor pool and aircraft mechanics, armorers, communications and CBRN NCOs, and others perform unit-level maintenance and troubleshooting.

But high equipment readiness rates are attainable only when commanders, platoon leaders and sergeants, and maintenance officers make it a priority. The Army is starting the Command Maintenance Discipline Program (CMDP) because all Soldiers have a role in equipment combat readiness. You can read about the CMDP on Pages 58-59 of this issue.

Leaders should insist that PMCS and scheduled services are performed correctly. Leader inspections of maintenance activities ensure that maintenance discipline is effective.

I ask my fellow NCOs this question. Do you know the maintenance condition of the equipment assigned to your Soldiers? It is your business and it requires continuing attention.

PS
THE PREVENTIVE MAINTENANCE MONTHLY
ISSUE 730 SEPTEMBER 2013

TB 43-PS-730, The Preventive Maintenance Monthly, is an official publication of the Department of the Army, providing information for all Soldiers assigned to combat and combat support units and all Soldiers with unit maintenance and supply duties. All information published has been reviewed and approved by the agency responsible for the equipment, publication or policy discussed. Application of the information is optional with the user. Masculine pronouns may refer to both genders. The use of product or company names does not constitute endorsement of those products, services or companies by the U.S. Army. The use of non-DoD hyperlinks, along with their content, does not constitute endorsement by DoD or DA. Neither DoD nor DA exercises any editorial control over, and cannot vouch for, content on non-DoD websites.

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You are invited to send PS your ideas for improving maintenance procedures, questions on maintenance and supply problems and questions or comments on material published in PS.

Just write to:
MSG Half-Mast
PS, the Preventive Maintenance Monthly
USAMC LOGSA (AMXLS-GP)
Bldg. 3303
Redstone Arsenal, AL 35898
Or email to:
half.mast@us.army.mil or
usarmy.redstone.logsa.mbx.psmag@mail.mil
Internet address:
https://www.logsa.army.mil/psmag/pshome.cfm

By order of the Secretary of the Army:

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General, United States Army Chief of Staff

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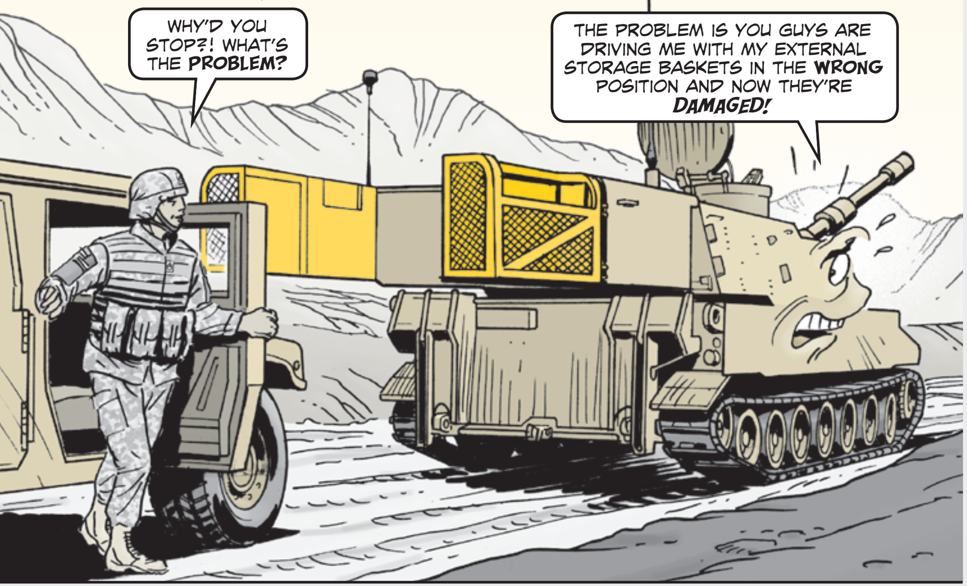
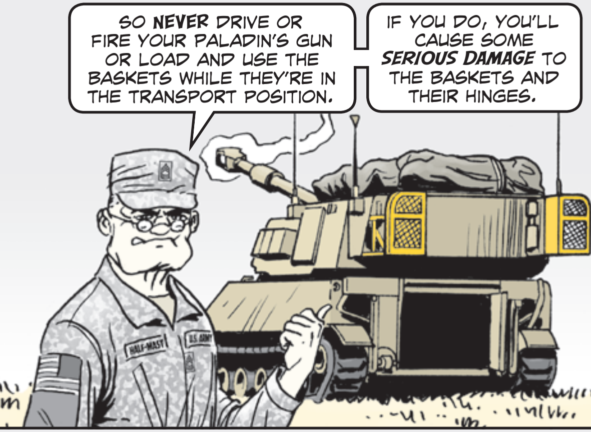
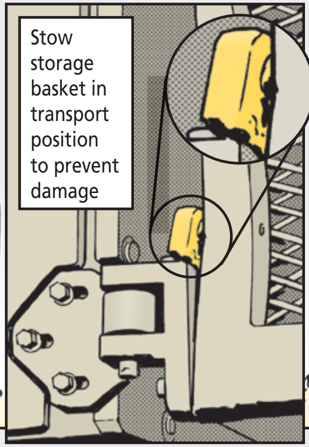
IS YOUR PALADIN A BASKET CASE?


WHY'D YOU STOP?! WHAT'S THE **PROBLEM?**
THE PROBLEM IS YOU GUYS ARE DRIVING ME WITH MY EXTERNAL STORAGE BASKETS IN THE **WRONG** POSITION AND NOW THEY'RE ***DAMAGED!***

Crewmen, the Paladin is one tough customer. But using the external stowage baskets when they're in the wrong position can put your Paladin out of sorts in a hurry.

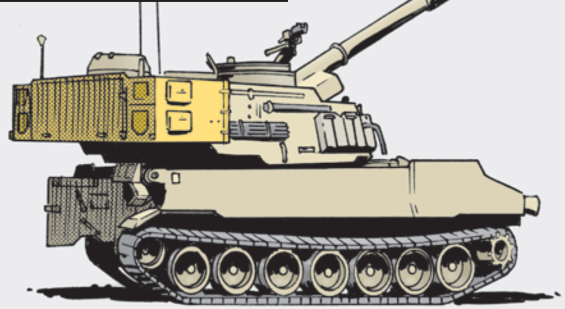
Some Soldiers are loading gear in the external stowage baskets while they're in the transport position. The stowage baskets can't bear **any** weight while in that position.


SO **NEVER** DRIVE OR FIRE YOUR PALADIN'S GUN OR LOAD AND USE THE BASKETS WHILE THEY'RE IN THE TRANSPORT POSITION.
IF YOU DO, YOU'LL CAUSE SOME ***SERIOUS DAMAGE*** TO THE BASKETS AND THEIR HINGES.
HALF-MAST
U.S. ARMY

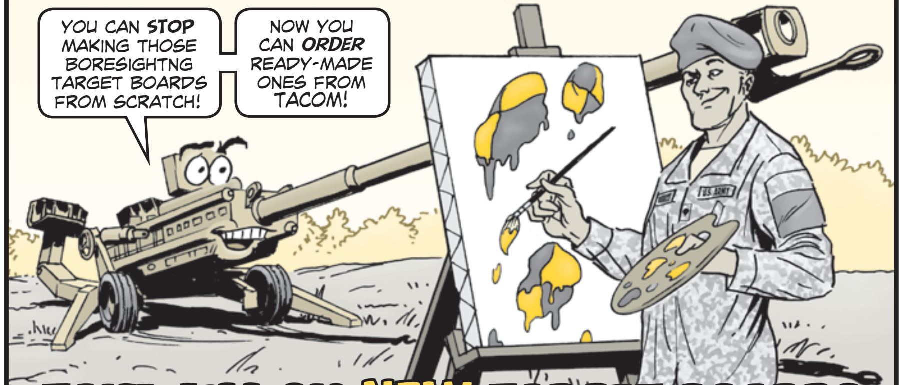

Stow storage basket in transport position to prevent damage

Only use the transport position for exactly that—transport! That's to make your Paladin narrow enough to ship on railcars, trucks and ships. Otherwise, make sure the stowage basket is in the operational position. A change has been submitted to clarify this issue in TM 9-2350-314-10.

Put external stowage baskets in operation position **before** firing



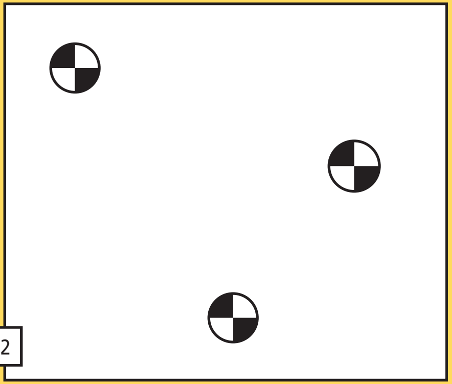
M777A2 Towed Howitzer...


YOU CAN **STOP** MAKING THOSE BORESIGHTNG TARGET BOARDS FROM SCRATCH!
NOW YOU CAN **ORDER** READY-MADE ONES FROM TACOM!
U.S. ARMY

TAKE AIM ON NEW TARGET BOARDS

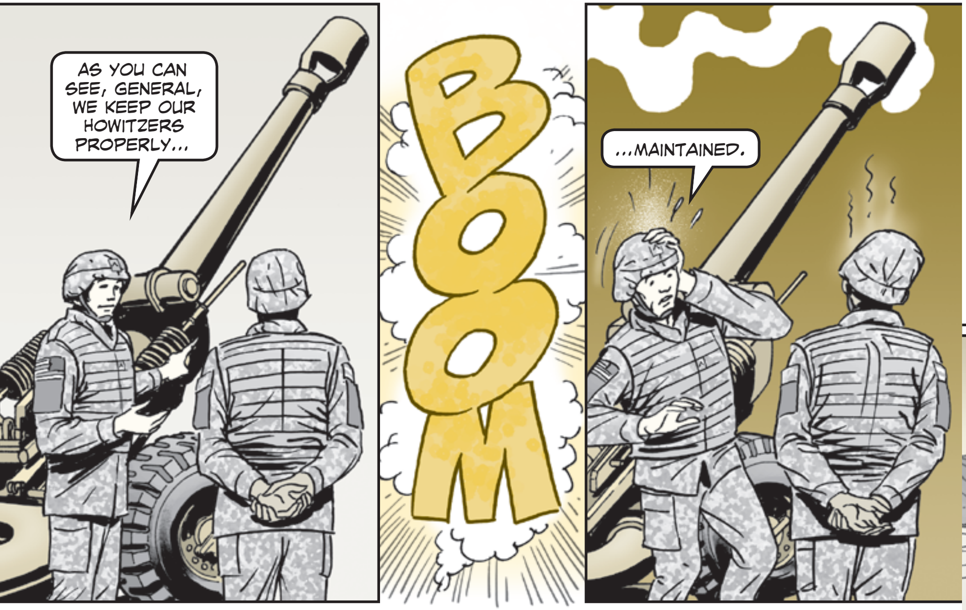
Crewmen, tired of having to make your own target board for boresighting your M777A2 towed howitzer? Well, TACOM has heard you loud and clear. You can now get a target board through the supply system with NSN 6920-01-616-6852.

The new target boards make it a lot easier to adjust and confirm the boresights on your M777A2s. That gives you more time for firing!


Order board with NSN 6920-01-616 6852

M119A2/A3 Towed Howitzers...

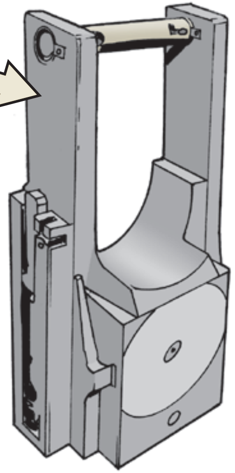
CLEAN AND LUBE TO PREVENT A BIG BOOM!

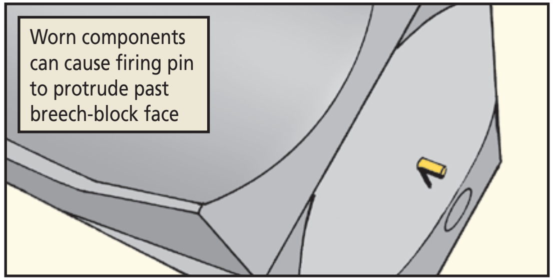

AS YOU CAN SEE, GENERAL, WE KEEP OUR HOWITZERS PROPERLY...
BOOM
...MAINTAINED.

Crewmen, not cleaning and lubing your M119A2 and M119A3 howitzers like you're supposed to can lead to an accidental discharge. And that's definitely not good!

Howitzer components wear out under the best of circumstances. Worn breech assembly components can cause the firing pin to protrude past the face of the breechblock. If that happens, the gun can fire when you close the breech, even with the safety levers on!

Clean and lube breechblock components to prevent wear





Worn components can cause firing pin to protrude past breech-block face

The following breech assembly components are the prime suspects for wear that can cause firing pin protrusion...

1. Pin, straight, headless; NSN 5315-01-342-0442
2. Hinge block, breechblock; NSN 1015-01-343-3354
3. Bushing, sleeve; NSN 3120-01-342-6676
4. Bushing, sleeve; NSN 3120-01-342-6677
5. Block, slide; NSN 1015-01-342-3754
6. Rod and follower assembly; NSN 1015-01-349-6264
7. Lever, breechblock, cocking; NSN 1015-01-340-7771

And remember: Dry firing causes just as much wear and tear as firing live ammo. So whether live firing or dry firing, you have to clean and lube like it says in TMs 9-1015-252-10 and 9-1015-260-10.

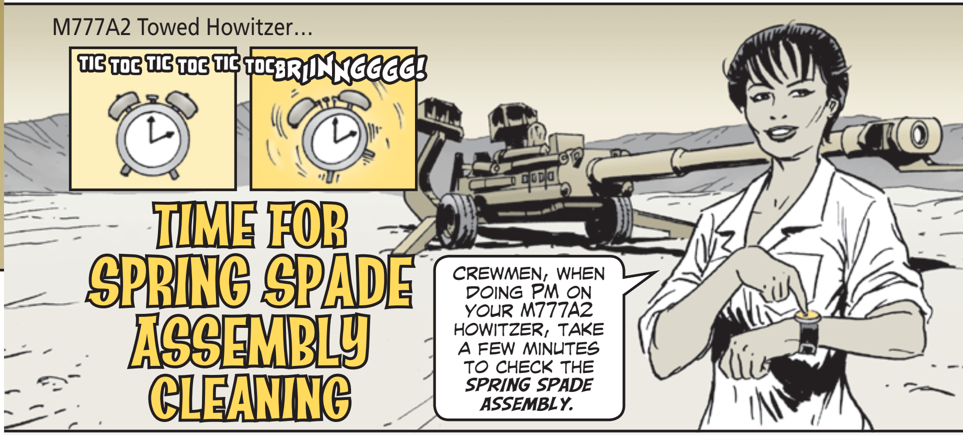
Don't forget to do pre-fire checks, including the breech/firing pin operational check, and **never** fire guns that fail these checks.

If you do have a failure, contact TACOM's light towed artillery team at:

usarmy.detroit.tacom.mbx.105mm-howitzer-team@mail.mil

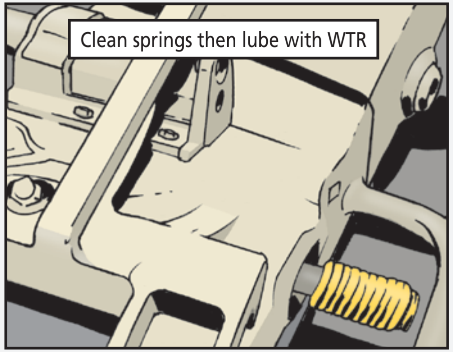
M777A2 Towed Howitzer...

TIME FOR SPRING SPADE ASSEMBLY CLEANING


TIC TOC TIC TOC TIC TOC
BRIINNGGGG!
CREWMEN, WHEN DOING PM ON YOUR M777A2 HOWITZER, TAKE A FEW MINUTES TO CHECK THE *SPRING SPADE ASSEMBLY.*

The two springs (NSNs 5360-99-278-3735 and 5360-99-507-2838) that make up the assembly aren't covered in the TM but might be added to PMCS in the future. But not cleaning and greasing the springs can lead to rusty results. The springs will eventually break and have to be replaced.

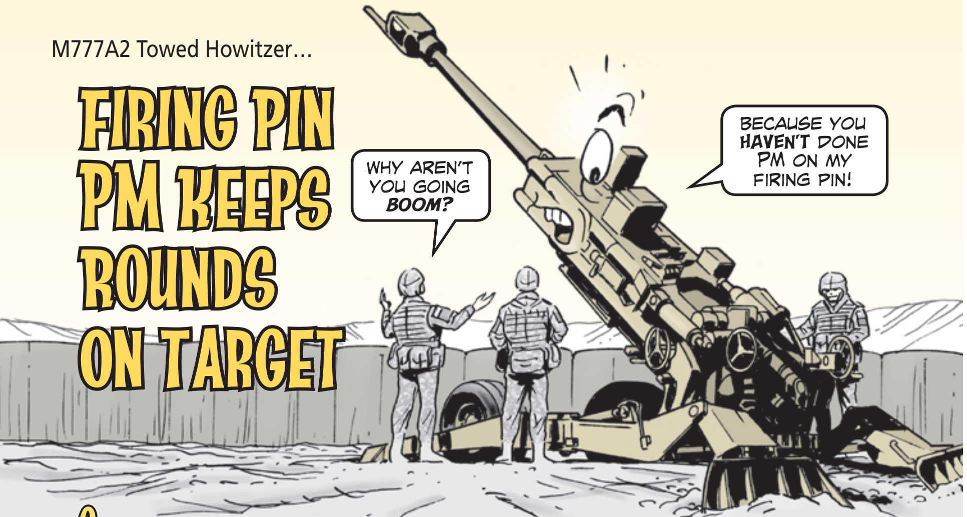
That's easy to prevent. During routine maintenance, just remove the housing and give both springs a good cleaning and a light coat of WTR.



Clean springs then lube with WTR

M777A2 Towed Howitzer...

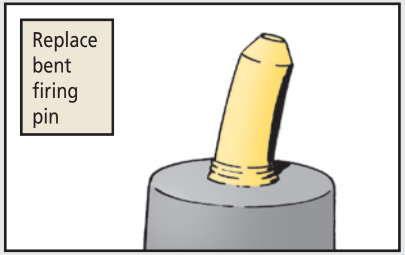
FIRING PIN PM KEEPS ROUNDS ON TARGET

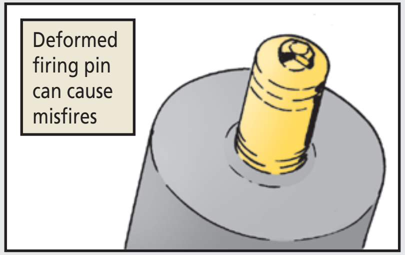

WHY AREN'T YOU GOING BOOM?
BECAUSE YOU HAVEN'T DONE PM ON MY FIRING PIN!

Crewmen, proper firing pin maintenance is crucial to making sure your M777A2 howitzers keep throwing rounds down range.

Just follow these easy steps so your howitzer goes **Boom!** instead of *Click*.

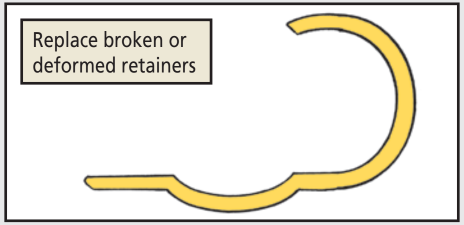
1. Clean and remove corrosion from the firing pin, retainer, spring and cavity with CLP, NSN 9150-01-054-6453, and crocus cloth, NSN 5350-00-268-3116.
2. Remove excess CLP with a clean wiping rag, NSN 7920-00-205-1711.
3. If there's burring in the cavity, remove it with a hand file.
4. Replace the firing pin if the tip is deformed, bent or broken. Replace the retainer if it's kinked or deformed, and replace the spring if it's kinked or broken.


Replace bent firing pin

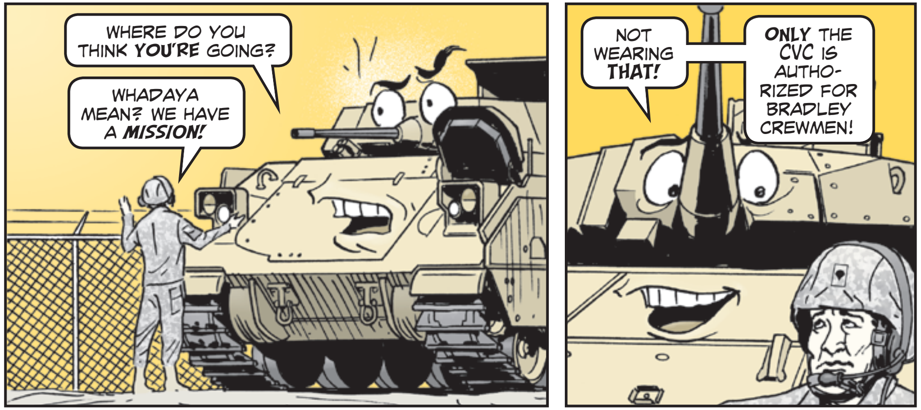

Deformed firing pin can cause misfires

A new and improved firing pin is in the works that will eliminate the retainer and improve reliability.

And if your M777A2 does go *Click*. instead of **Boom!** when it shouldn't, follow the Misfire and Checkfire Procedures in Chapter 2 of TM 9-1025-215-10.


Replace broken or deformed retainers

LISTEN UP! CVC The ONLY Approved Bradley Headset!


WHERE DO YOU THINK YOU'RE GOING?
WHADAYA MEAN? WE HAVE A MISSION!
NOT WEARING THAT!
ONLY THE CVC IS AUTHORIZED FOR BRADLEY CREWMEN!

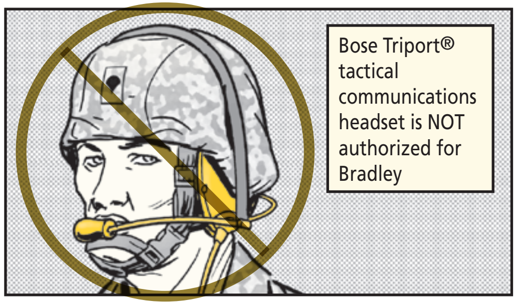
Crewmen, riding around in a noisy Bradley can be tough on your hearing if you're wearing the wrong headset. You gotta protect your hearing just as carefully as you protect your vehicle and gear.

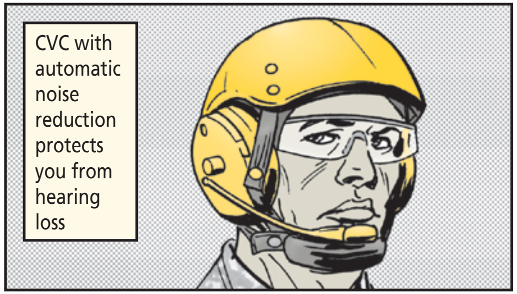
That's why the Bose Triport® tactical communication headset, NSN 5965-01-521-0941, is **not** approved for the Bradley. It's designed to be worn under the ACH and won't provide enough hearing protection.

Like it says in TM 9-2350-294-10-1, the **only** helmet approved for the Bradley is the CVC with automatic noise reduction. It protects you from loud noises up to 115 decibels.

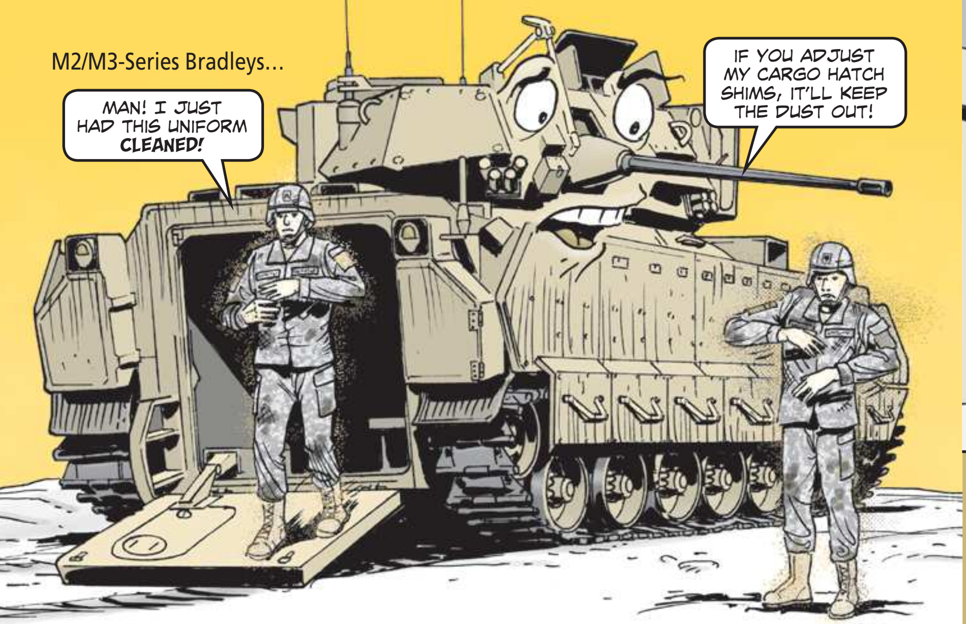
The CVC is designed specifically for armored combat vehicles. It also provides ballistic protection and lets you talk to each other over the intercom.

So always use the CVC. Your hearing is way too important to trust to any ol' headset!


Bose Triport® tactical communications headset is NOT authorized for Bradley


CVC with automatic noise reduction protects you from hearing loss

M2/M3-Series Bradleys...

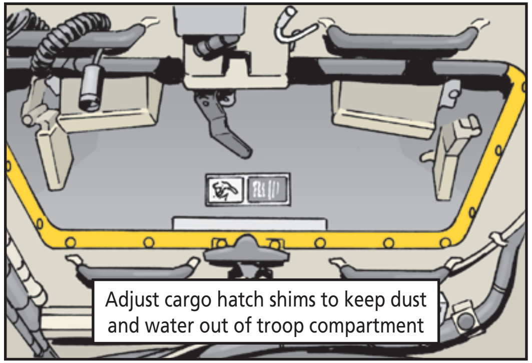

MAN! I JUST HAD THIS UNIFORM CLEANED!
IF YOU ADJUST MY CARGO HATCH SHIMS, IT'LL KEEP THE DUST OUT!

CARGO HATCH SHIMS KEEP ELEMENTS OUT!

Crewmen, sometimes the cargo hatch seal doesn't always keep dust and water out of your Bradley's troop compartment like it's supposed to. That can mean an unpleasant ride for the Soldiers inside!

But there's an easy fix. The cargo hatch has factory-installed shims. You'll see them next to the release lever. Get your mechanic to adjust the shims so that dust and water can't enter the troop compartment.

That'll make for a cleaner vehicle and much happier passengers!

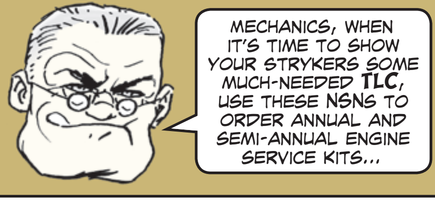


Adjust cargo hatch shims to keep dust and water out of troop compartment

The shim adjusting procedure is outlined starting on Page 4-18 of TM 9-2350-252-20-1-2 (Apr 97), WP 0265 and 0266 in TM 9-2350-284-23-1-2 (Mar 12), and WP 0368 in TM 9-2350-294-23-1-2 (Nov 09).

Stryker Service Kits Now Available

THAT'S SWEET, BUT ALL I REALLY WANT IS A NEW SERVICE KIT!

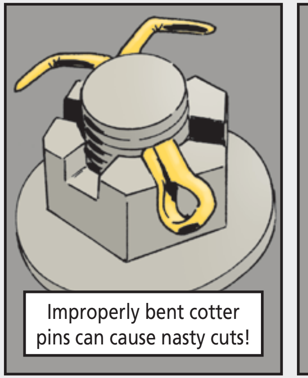

MECHANICS, WHEN IT'S TIME TO SHOW YOUR STRYKERS SOME MUCH-NEEDED TLC, USE THESE NSNS TO ORDER ANNUAL AND SEMI-ANNUAL ENGINE SERVICE KITS...

Description	NSN 4330-
C7 semi-annual service kit	20-007-4536
3126 semi-annual service kit	20-007-0297
C7 annual service kit	20-007-4533
3126 annual service kit	20-007-0295

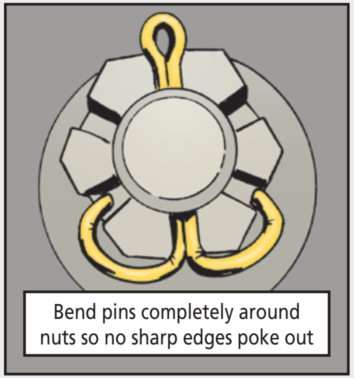
Combat Vehicles...

BE SURE TO BEND THOSE PINS

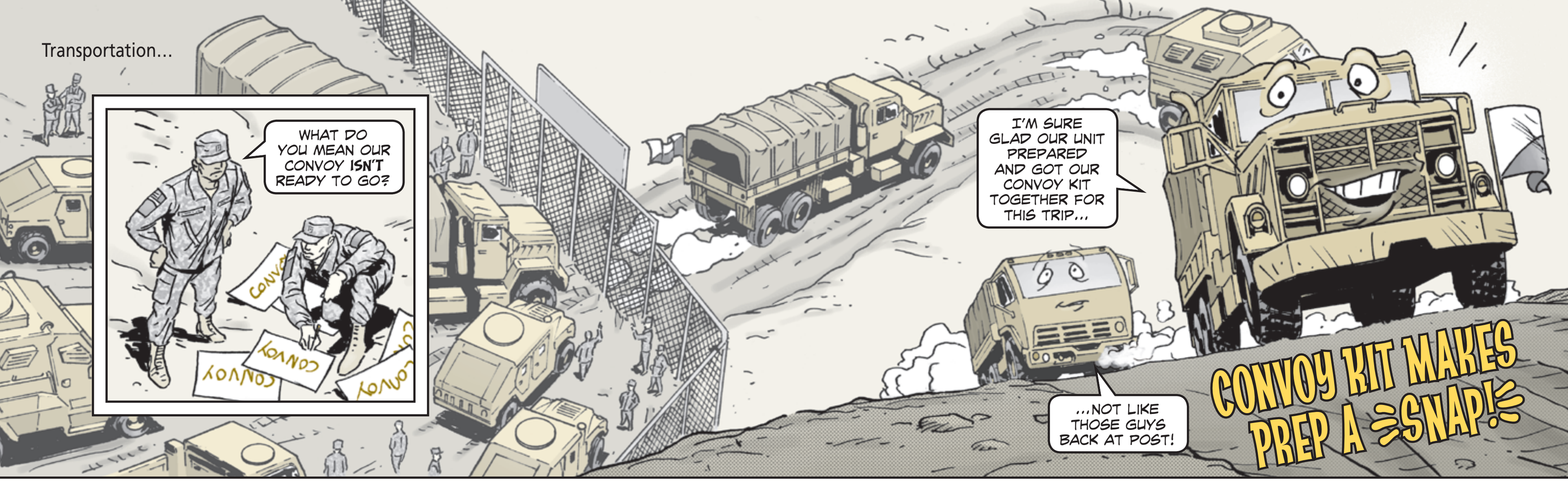
AS ONE MECHANIC RECENTLY FOUND OUT THE HARD WAY, COTTER PINS NOT PROPERLY BENT AROUND THEIR CASTELLATED NUTS ON THEIR EQUIPMENT CAN CAUSE SOME PRETTY NASTY CUTS–OUCH!
SO DO YOURSELF AND THE MECHANICS WORKING ON YOUR VEHICLE A FAVOR... BEND THOSE COTTER PINS COMPLETELY AROUND THE NUTS SO THERE AREN'T ANY SHARP EDGES POKING OUT.
EVERYONE'S HANDS WILL THANK YOU!



Improperly bent cotter pins can cause nasty cuts!



Bend pins completely around nuts so no sharp edges poke out


WHAT DO YOU MEAN OUR CONVOY ISN'T READY TO GO?
CONVOY
CONVOY
CONVOY
CONVOY
I'M SURE GLAD OUR UNIT PREPARED AND GOT OUR CONVOY KIT TOGETHER FOR THIS TRIP...
...NOT LIKE THOSE GUYS BACK AT POST!

CONVOY KIT MAKES PREP A SNAP!

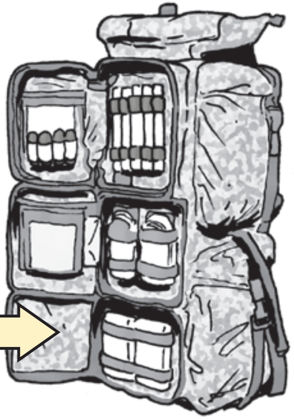
Now and then, we get email from units looking for convoy flags and signs. We can almost hear—even by email—the frantic, last minute panic caused by a failure to plan.

To nip the mad dash in the bud, some units find it helpful to prepare a convoy ready kit. Then they can grab the bag as they head out the door. The key is getting and keeping it together **before** duty calls!

If you want to put together a convoy kit and have it ready for the road, here are ideas for what to put in it:

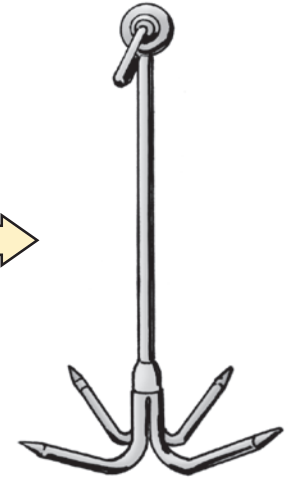
Non-Deployment Convoy Package

Item	NSN
Black & white flag for Cdr's vehicle	8345-00-543-6911
Blue flag for lead vehicle	8345-00-543-6912
Green flag for rear vehicle	8345-00-543-6913
Orange flag for trail party	8345-00-227-1404
Flag staff, 3-ft	8345-00-242-3650
550 cord, 700-yd	4020-00-240-2146
Warrior aid and litter kit	6545-01-532-4962
MRE and water (mission-dependent)	MRE: 8970-00-149-1094 Water: N/A
Tape, 2-in x 60-yd	7510-00-266-5016



Deployment Convoy Package

Item	NSN
Escalation of force kit A-D (contents and supplier varies, depending on location and need)	0EOF-00-000-0001 (LIN 001EOF) See unit S4 or supply sergeant for guidance.
MRE and water (mission-dependent)	MRE: 8970-00-149-1094 Water: N/A
Grappling hook, 4 prong	N/A
Warrior aid and litter kit	6545-01-532-4962
Body bags x 2	9930-00-927-4569
Trash bags	7240-00-160-0440
Flashlight x 2	6230-01-291-7531
Tape, 2-in x 60-yd	7510-00-266-5016
Tough box, black/200 series lock	8115-01-562-4555
550 cord, 700-yd	4020-00-240-2146



There are no NSNs for water, grappling hooks or convoy signs. You'll have to source those items locally. ATP 4-11, *Army Motor Transport Operations*, also has helpful info.

Download the ATP at:

http://armypubs.army.mil/doctrine/DR_pubs/dr_a/pdf/atp4_11.pdf

You can also order:

CONVOY FOLLOWS

PN CONF8X50HA

CONVOY AHEAD

PN CONA16X50HA

CONVOY COMMANDER

PN CONC8X50HA

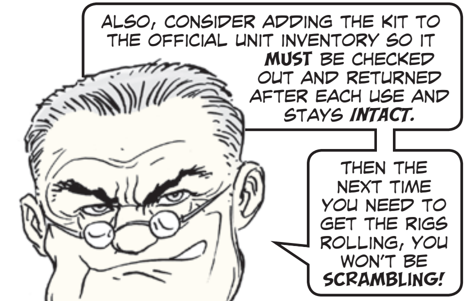
CONVOY COMMANDER

PN CONC16X50HA

Enter the part numbers given for the signs above in the search box to find them on the UNICOR website at:

http://www.unicor.gov

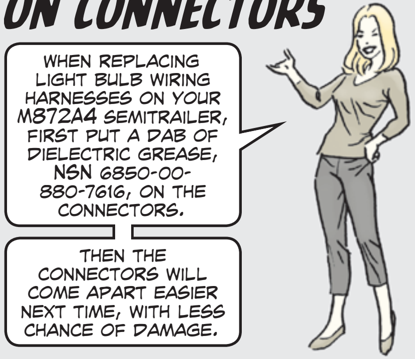
Other helpful things units might include in a convoy kit are a parts inventory list and photos, a convoy brief including a strip map, a convoy commander's checklist and 9-line MEDEVAC and SALUTE reports.

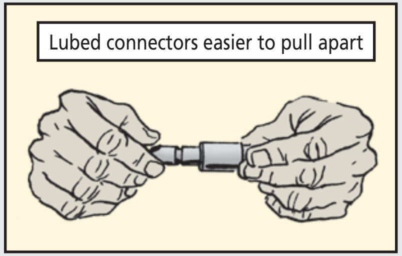

ALSO, CONSIDER ADDING THE KIT TO THE OFFICIAL UNIT INVENTORY SO IT *MUST* BE CHECKED OUT AND RETURNED AFTER EACH USE AND STAYS *INTACT*.
THEN THE NEXT TIME YOU NEED TO GET THE RIGS ROLLING, YOU WON'T BE **SCRAMBLING!**

PS END

M872A4 Semitrailer...

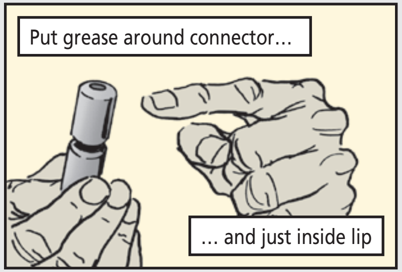
USE DIELECTRIC GREASE ON CONNECTORS


WHEN REPLACING LIGHT BULB WIRING HARNESSES ON YOUR M872A4 SEMITRAILER, FIRST PUT A DAB OF DIELECTRIC GREASE, NSN 6850-00-880-7616, ON THE CONNECTORS.
THEN THE CONNECTORS WILL COME APART EASIER NEXT TIME, WITH LESS CHANCE OF DAMAGE.



Lubed connectors easier to pull apart

APPLYING THE GREASE DOESN'T STOP THE CURRENT FLOW, EITHER. JUST PUT GREASE AROUND THE CONNECTORS AND JUST INSIDE THE CONNECTOR LIP.



Put grease around connector...

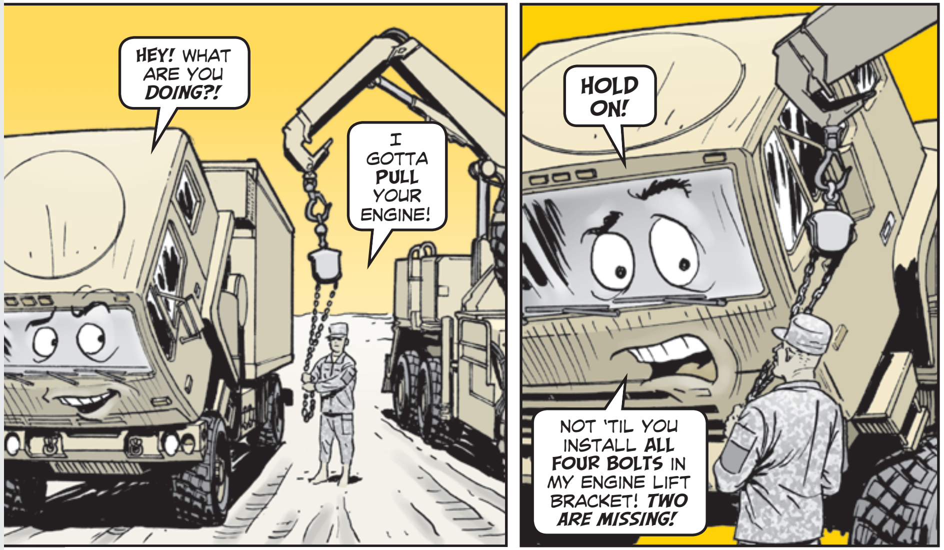
... and just inside lip

THERE'S A NOTE IN WP 0033 00-11 OF TM 9-2330-331-14&P REMINDING YOU TO DO THIS.

THIS ADVICE ALSO APPLIES TO *OTHER* TACTICAL VEHICLES.

FMTV...

Too Few Bolts = BUSTED CYLINDER HEAD

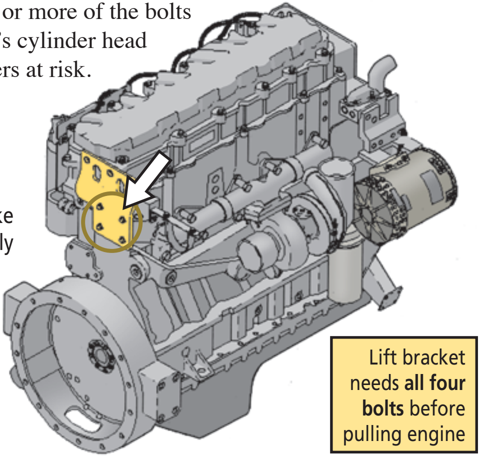

HEY! WHAT ARE YOU ***DOING?!***
I GOTTA **PULL** YOUR ENGINE!
HOLD ON!
NOT 'TIL YOU INSTALL **ALL FOUR BOLTS** IN MY ENGINE LIFT BRACKET! ***TWO ARE MISSING!***

Mechanics, make sure that all the bolts are installed in the engine lift brackets when pulling a CAT engine from an FMTV.

Lifting an engine with **any** bolts missing puts way too much stress and pressure on the remaining bolts. Eventually, one or more of the bolts that mount the bracket to the engine's cylinder head will shear or strip out, putting Soldiers at risk. Replacing a damaged cylinder head is expensive!

So, here are a couple tips to keep in mind about the lifting brackets:

- When you remove the engine, make sure you follow the engine assembly replacement work packages in TM 9-2320-333-14&P and TM 9-2320-391-14&P. Pay special attention to Steps 23 and 24.
- Make sure the lift bracket's two bottom bolts get reinstalled if they've been removed.

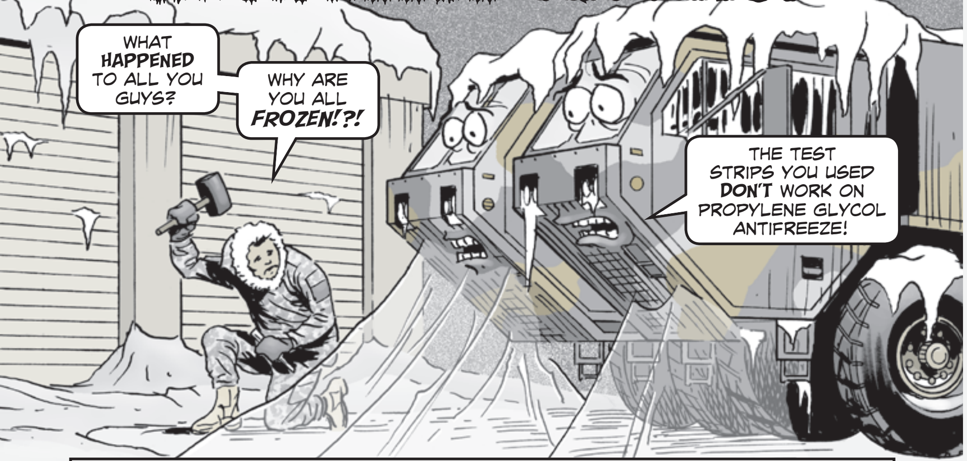


Lift bracket needs **all four bolts** before pulling engine

With all the bolts in place, the engine lift bracket can do its job. The end results are safer shop practices and no downtime or rebuild costs.

Tactical Vehicles...

WHAT STRIPS FOR ANTIFREEZE TESTING?

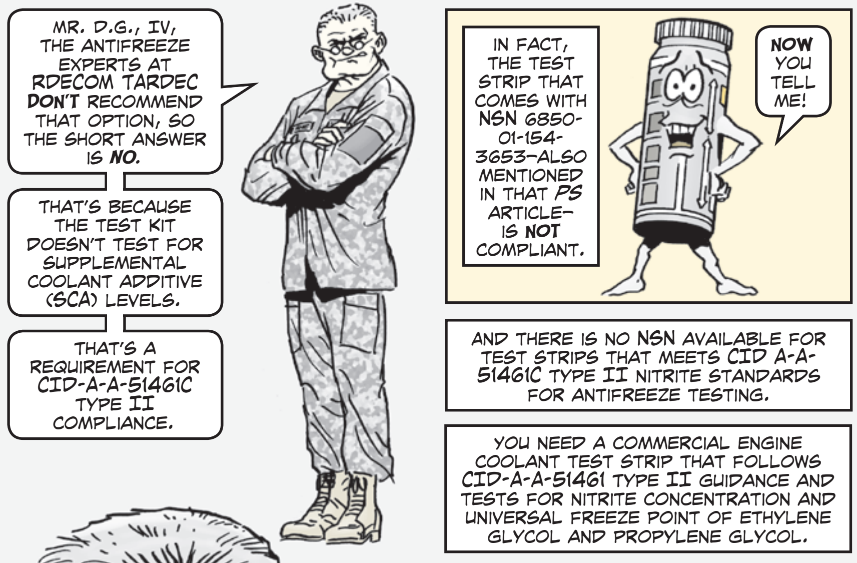

WHAT HAPPENED TO ALL YOU GUYS?
WHY ARE YOU ALL FROZEN!?!
THE TEST STRIPS YOU USED DON'T WORK ON PROPYLENE GLYCOL ANTIFREEZE!

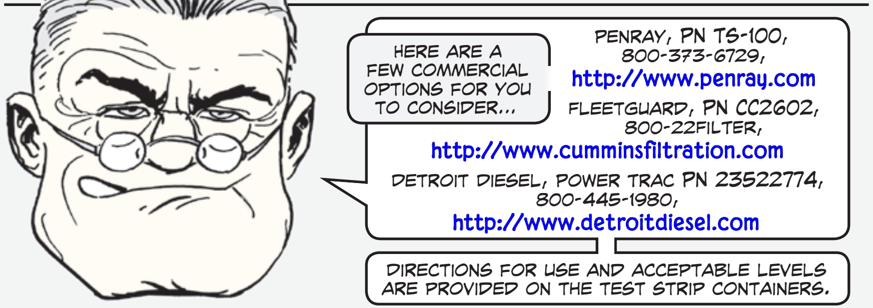
Dear Half-Mast,

We recently ordered the antifreeze test kit, NSN 6630-01-011-5039, that you told us about on Page 20 of PS 685 (Dec 09). This same NSN is also found on Page 6 of TB 750-651, Use of *Antifreeze Multi-Engine Type Cleaning Compounds and Test Kit in Engine Cooling Systems*. But we found out it doesn't work on the new propylene glycol antifreeze that we are using Army-wide!

Can we use the test kit that comes with part number 311519 instead? It's from the same manufacturer.

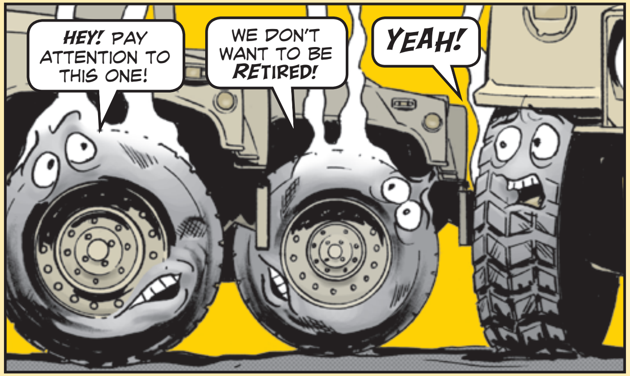
Mr. D.G., IV


MR. D.G., IV, THE ANTIFREEZE EXPERTS AT RDECOM TARDEC DON'T RECOMMEND THAT OPTION, SO THE SHORT ANSWER IS NO.
THAT'S BECAUSE THE TEST KIT DOESN'T TEST FOR SUPPLEMENTAL COOLANT ADDITIVE (SCA) LEVELS.
THAT'S A REQUIREMENT FOR CID-A-A-51461C TYPE II COMPLIANCE.
IN FACT, THE TEST STRIP THAT COMES WITH NSN 6850-01-154-3653–ALSO MENTIONED IN THAT PS ARTICLE–IS NOT COMPLIANT.
NOW YOU TELL ME!
AND THERE IS NO NSN AVAILABLE FOR TEST STRIPS THAT MEETS CID A-A-51461C TYPE II NITRITE STANDARDS FOR ANTIFREEZE TESTING.
YOU NEED A COMMERCIAL ENGINE COOLANT TEST STRIP THAT FOLLOWS CID-A-A-51461 TYPE II GUIDANCE AND TESTS FOR NITRITE CONCENTRATION AND UNIVERSAL FREEZE POINT OF ETHYLENE GLYCOL AND PROPYLENE GLYCOL.


HERE ARE A FEW COMMERCIAL OPTIONS FOR YOU TO CONSIDER...
PENRAY, PN TS-100, 800-373-6729, http://www.penray.com
FLEETGUARD, PN CC2602, 800-22FILTER, http://www.cumminsfiltration.com
DETROIT DIESEL, POWER TRAC PN 23522774, 800-445-1980, http://www.detroitdiesel.com
DIRECTIONS FOR USE AND ACCEPTABLE LEVELS ARE PROVIDED ON THE TEST STRIP CONTAINERS.

Wheeled Vehicles...

PRESERVATIVE STOPS TIRE CRACKS!


HEY! PAY ATTENTION TO THIS ONE!
WE DON'T WANT TO BE RETIRED!
YEAH!

The tires on vehicles that sit on a hard surface or in the hot sun for weeks and months at a time can wear out from ozone damage, heat and age.

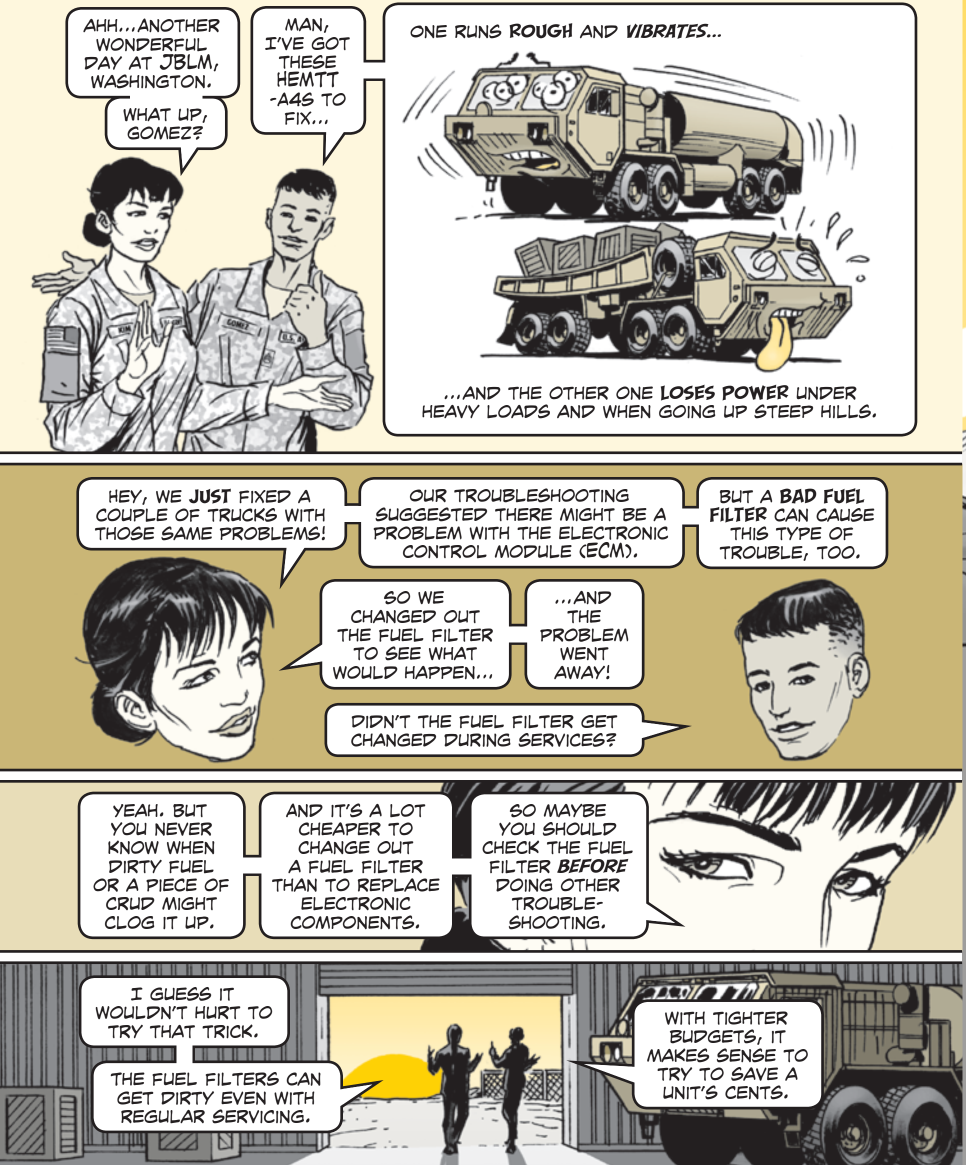
This wear appears as cracks in the tire's sidewall. Once those cracks get down to the inner cords or belts, the tire is no longer usable.

To get the most life from your tires, wash them with soap and water, keep them properly inflated, and use an approved rubber preservative to reduce cracking. NSN 8030-01-282-5626 gets a gallon of the preservative. Follow the instructions for use on the label.

Commercial products that put a shine on the tire are **not** authorized. They don't preserve the tires and they certainly don't help with your vehicle's camouflage. So use only an authorized preservative and leave the commercial products alone.

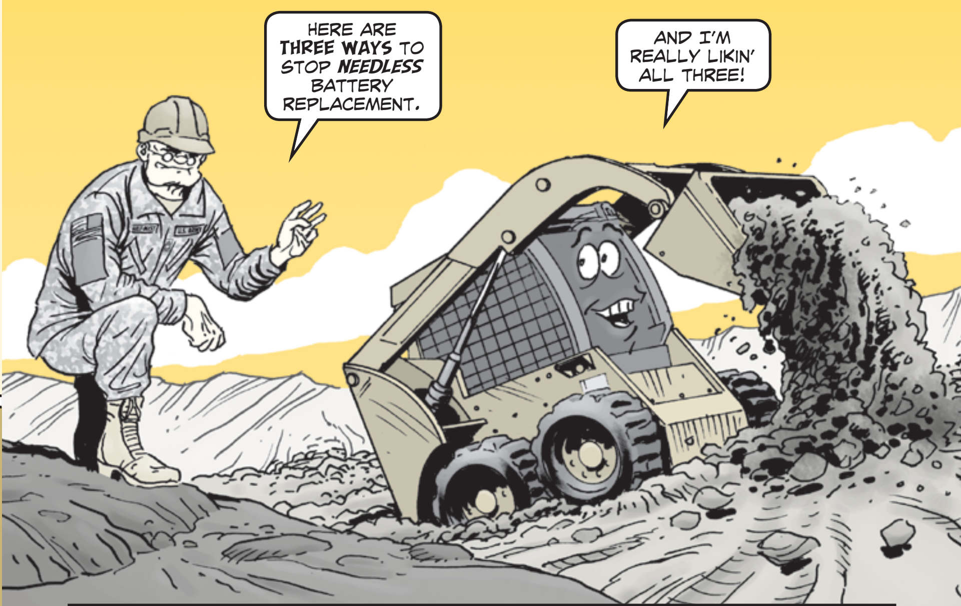
HEMTT -A4...

THRIFTY TROUBLESHOOTING TRICK


AHH...ANOTHER WONDERFUL DAY AT JBLM, WASHINGTON.
WHAT UP, GOMEZ?
MAN, I'VE GOT THESE HEMTT -A4S TO FIX...
ONE RUNS ROUGH AND VIBRATES...
...AND THE OTHER ONE LOSES POWER UNDER HEAVY LOADS AND WHEN GOING UP STEEP HILLS.
HEY, WE JUST FIXED A COUPLE OF TRUCKS WITH THOSE SAME PROBLEMS!
OUR TROUBLESHOOTING SUGGESTED THERE MIGHT BE A PROBLEM WITH THE ELECTRONIC CONTROL MODULE (ECM).
BUT A BAD FUEL FILTER CAN CAUSE THIS TYPE OF TROUBLE, TOO.
SO WE CHANGED OUT THE FUEL FILTER TO SEE WHAT WOULD HAPPEN...
...AND THE PROBLEM WENT AWAY!
DIDN'T THE FUEL FILTER GET CHANGED DURING SERVICES?
YEAH. BUT YOU NEVER KNOW WHEN DIRTY FUEL OR A PIECE OF CRUD MIGHT CLOG IT UP.
AND IT'S A LOT CHEAPER TO CHANGE OUT A FUEL FILTER THAN TO REPLACE ELECTRONIC COMPONENTS.
SO MAYBE YOU SHOULD CHECK THE FUEL FILTER BEFORE DOING OTHER TROUBLE-SHOOTING.
I GUESS IT WOULDN'T HURT TO TRY THAT TRICK.
THE FUEL FILTERS CAN GET DIRTY EVEN WITH REGULAR SERVICING.
WITH TIGHTER BUDGETS, IT MAKES SENSE TO TRY TO SAVE A UNIT'S CENTS.

Compact Skid Loader...

BATTERY DRAIN NO LONGER A PAIN!


HERE ARE THREE WAYS TO STOP NEEDLESS BATTERY REPLACEMENT.
AND I'M REALLY LIKIN' ALL THREE!

Dear Editor,

In our unit, most of the skid loaders had the yellow-top Optima batteries. Problem is, they continually discharged.

At first we thought the discharge was caused by the power switch being left in the ON position. But a little checking with an amp meter revealed a constant drain on the batteries by the skid loader's on-board devices.

These batteries are very high quality, but even they cannot stand a constant drain by the loader's electrical system. A discharged battery leads to sulfated plates. Over time, the battery can no longer be charged and has to be replaced. The end result is way too many dead batteries in these skid loaders. And the cycle continues.

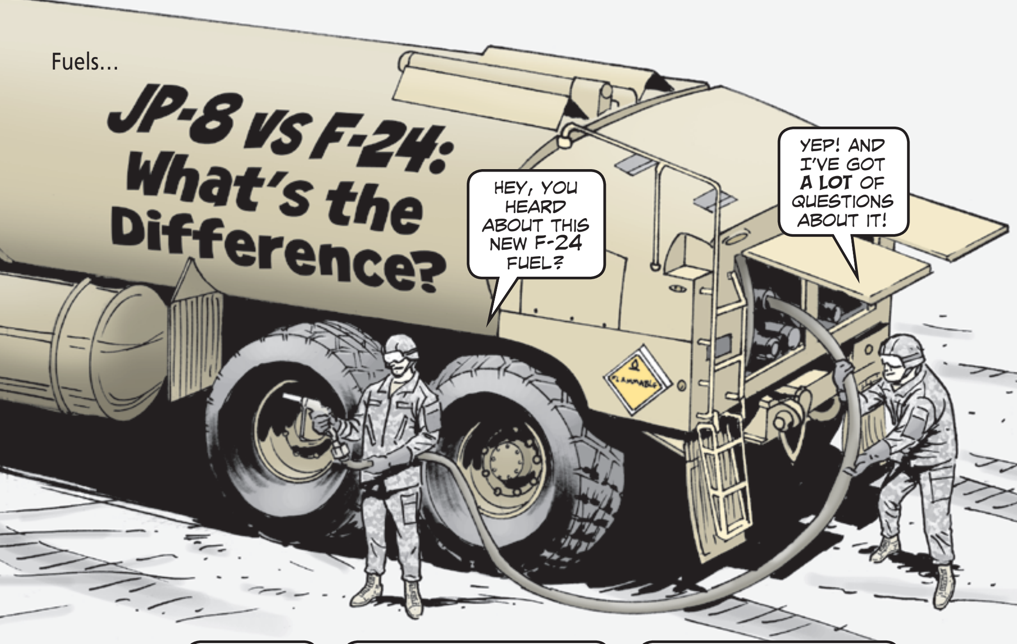
Here are three ways to stop needless battery replacement:

1. Start the skid loader weekly and run it for an hour.
2. For longer term storage, disconnect the battery cable.
3. Every other week, plug a charger into the vehicle's NATO receptacle and fully charge the battery set. The ProHD is an approved charger for the SATS and comes with NSN 6130-01-500-3401.

CW3 (R) Tom Pigorsh
Ft Carson, CO

Editor's note: *Thanks for the heads up!*

JP-8 vs F-24: What's the Difference?


HEY, YOU HEARD ABOUT THIS NEW F-24 FUEL?
YEP! AND I'VE GOT A LOT OF QUESTIONS ABOUT IT!
FLAMMABLE

HAVE YOU HEARD THE NEWS?
THE DEFENSE FUEL SUPPLY POINT (DFSP) IN CHARLESTON, SC, WAS RECENTLY CONVERTED FROM JP-8 TO JET A FUEL WITH MILITARY ADDITIVES, ALSO KNOWN AS F-24.
FT STEWART AND HUNTER ARMY AIR FIELD, GA, WERE THE ARMY'S FIRST LOCATIONS TO USE JET A FUEL WITH MILITARY ADDITIVES. OTHERS WILL BE ADDED AS ARMY POSTS ARE CONVERTED.
THE MOVE IS BEING MADE AS A COST-CUTTING MEASURE.
THE COST OF JET A FUEL IS LESS THAN JET A-1, WHICH IS WHAT JP-8 IS TYPICALLY BASED ON.
WITH THAT IN MIND, LET'S TAKE A LOOK AT SOME FREQUENTLY ASKED QUESTIONS ABOUT THE NEW FUEL…

Q: What's the main difference between JP-8 and Jet A fuel?

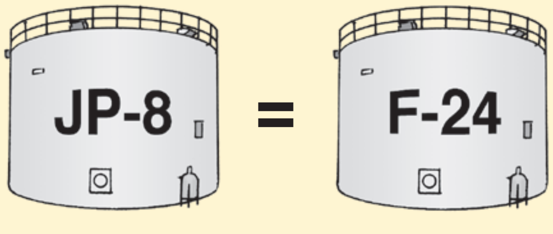
A: Jet A is the primary kerosene-based fuel used by CONUS commercial airlines. It's governed by ASTM D1655, the standard specification for aviation turbine fuels. Jet A is similar to JP-8 except that it doesn't contain the additive package required for JP-8: static dissipater (SDA), fuel system icing-inhibitor (FSII), and corrosion inhibitor/lubricity improver (CI/LI). The Army approved Jet A, but only with the military additives that are in JP-8.

Q: So what should we call Jet A with military additives?

A: During a recent NATO fuels and lubricants working group meeting, a new NATO code was issued for Jet A with military additives: F-24.

Simply put, F-24 is Jet A plus the military additives S-1745 (FSII), S-1747 (CI/LI), and SDA. It has a slightly different freezing point of -40°C compared to -47°C for JP-8.

Q: What's the difference between JP-8 and F-24?



A: The main difference is cost. JP-8 and F-24 are completely interchangeable fuels for all CONUS operations. TARDEC (ground), AMRDEC (aviation) and AMCOM have all approved the conversion to F-24. For more information on aviation use of F-24, check out AMCOM GEN-MIM-13-001, at: https://upw.jtdi.mil/

After logging in with your CAC, click the AGSE tab. Click Safety under the AGSE Browse column, then Maintenance Information Message (MIM). Next, click on FY 2013. Finally, click GEN-MIM-13-001 in the table on the top, center of the page.

In locations where arctic temperatures are expected, DLA-Energy will continue to provide JP-8 to prevent fuel freezing problems.

Q: Will I notice changes to installation facilities and vehicles?

INSTALLATION FIXED FACILITIES AND SOME EQUIPMENT USING F-24 WILL BEAR NEW MARKINGS TO REFLECT F-24. HOWEVER, UNITS WILL MAINTAIN ACCOUNTABILITY RECORDS AS JP-8.

Since JP-8 will remain the main fuel for OCONUS operations, deployable tactical vehicles and equipment will keep their current JP-8 markings. You may also see this marking on installation fixed facilities and storage/distribution equipment:

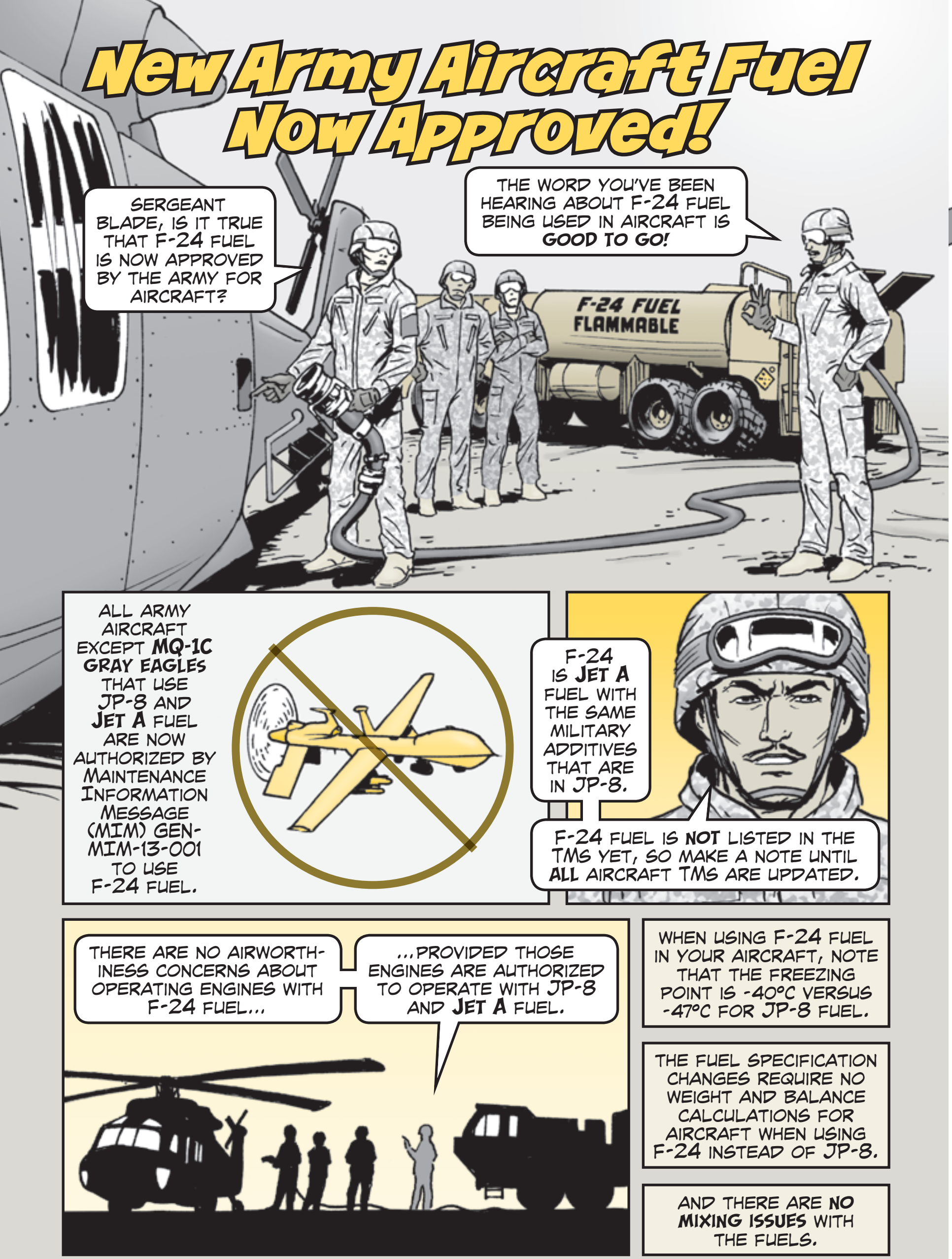
JET FUEL
F-24

Q: Does F-24 need to be tested more often?

A: F-24 may or may not be produced with an anti-oxidant. F-24 without an anti-oxidant could degrade during long-term storage. The Army Petroleum Center (APC) will monitor all product testing and stock rotation requirements. However, field testing requirements will not change.

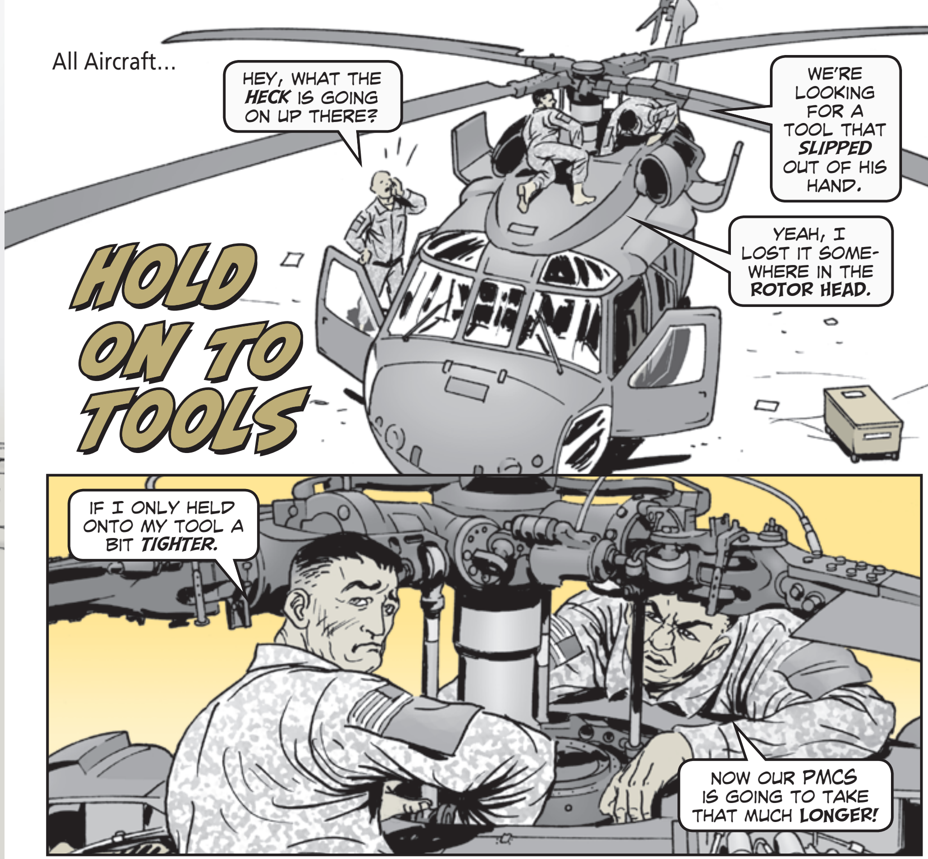
Need additional information? Send your questions to: tardec.pol.help@us.army.mil

New Army Aircraft Fuel Now Approved!


SERGEANT BLADE, IS IT TRUE THAT F-24 FUEL IS NOW APPROVED BY THE ARMY FOR AIRCRAFT?
THE WORD YOU'VE BEEN HEARING ABOUT F-24 FUEL BEING USED IN AIRCRAFT IS GOOD TO GO!
F-24 FUEL FLAMMABLE
ALL ARMY AIRCRAFT EXCEPT MQ-1C GRAY EAGLES THAT USE JP-8 AND JET A FUEL ARE NOW AUTHORIZED BY MAINTENANCE INFORMATION MESSAGE (MIM) GEN-MIM-13-001 TO USE F-24 FUEL.
F-24 IS JET A FUEL WITH THE SAME MILITARY ADDITIVES THAT ARE IN JP-8.
F-24 FUEL IS NOT LISTED IN THE TMs YET, SO MAKE A NOTE UNTIL ALL AIRCRAFT TMs ARE UPDATED.
THERE ARE NO AIRWORTHINESS CONCERNS ABOUT OPERATING ENGINES WITH F-24 FUEL...
...PROVIDED THOSE ENGINES ARE AUTHORIZED TO OPERATE WITH JP-8 AND JET A FUEL.
WHEN USING F-24 FUEL IN YOUR AIRCRAFT, NOTE THAT THE FREEZING POINT IS -40°C VERSUS -47°C FOR JP-8 FUEL.
THE FUEL SPECIFICATION CHANGES REQUIRE NO WEIGHT AND BALANCE CALCULATIONS FOR AIRCRAFT WHEN USING F-24 INSTEAD OF JP-8.
AND THERE ARE NO MIXING ISSUES WITH THE FUELS.

All Aircraft...

HOLD ON TO TOOLS


HEY, WHAT THE HECK IS GOING ON UP THERE?
WE'RE LOOKING FOR A TOOL THAT SLIPPED OUT OF HIS HAND.
YEAH, I LOST IT SOMEWHERE IN THE ROTOR HEAD.
IF I ONLY HELD ONTO MY TOOL A BIT TIGHTER.
NOW OUR PMCS IS GOING TO TAKE THAT MUCH LONGER!

Aircraft maintenance can't be done without tools. But it takes only one dropped tool to stop maintenance dead in its tracks.

For example, when you're working in areas of your aircraft with moving parts—like the rotor section or the engine or drive shaft areas—hold on to those tools tightly. A dropped tool can short out electrical components, damage a drive shaft or worse.

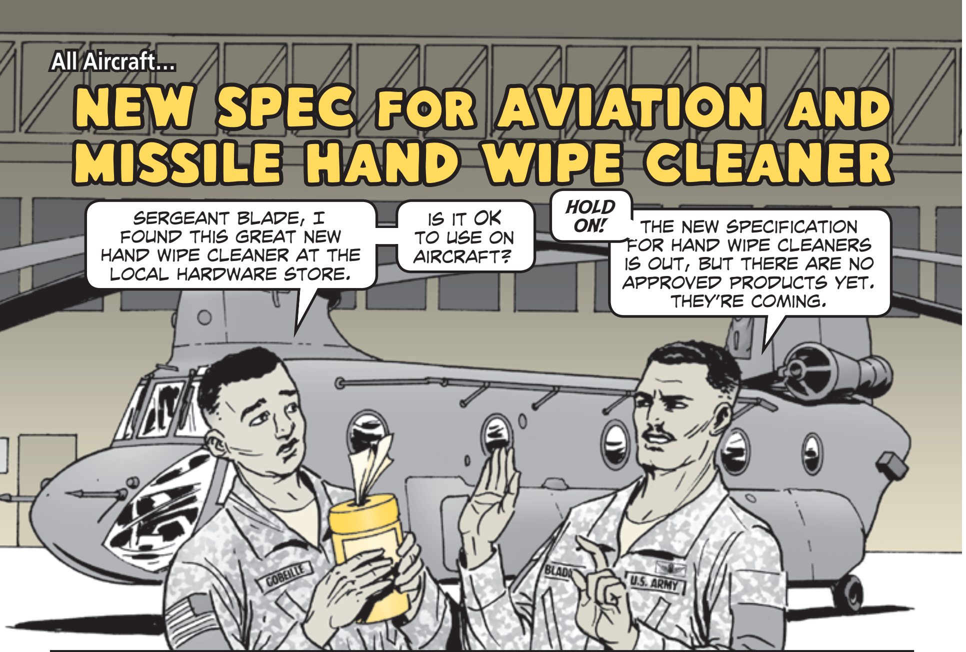
Dropping or losing a tool in areas of moving parts could mean spending hour upon hour trying to find and retrieve the tool. Not only will you be unable to perform aircraft run-ups, you may have to tear down parts of the aircraft to access a hard-to-reach area where the tool landed.

The warning couldn't be more obvious. Hold on to your tools during maintenance. Your life, the aircrew's lives and the life of your aircraft depend on it.

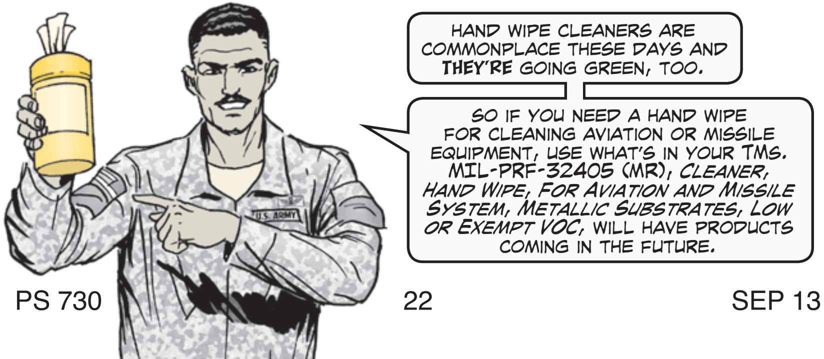
'Course, there's always the chance you might drop or forget a tool and not notice it. That's why you should inventory your tool box before the start and end of every job no matter how routine or how many times you have done it in the past.

All Aircraft...

NEW SPEC FOR AVIATION AND MISSILE HAND WIPE CLEANER


SERGEANT BLADE, I FOUND THIS GREAT NEW HAND WIPE CLEANER AT THE LOCAL HARDWARE STORE.
IS IT OK TO USE ON AIRCRAFT?
HOLD ON!
THE NEW SPECIFICATION FOR HAND WIPE CLEANERS IS OUT, BUT THERE ARE NO APPROVED PRODUCTS YET. THEY'RE COMING.
GOBEILLE
BLADE
U.S. ARMY

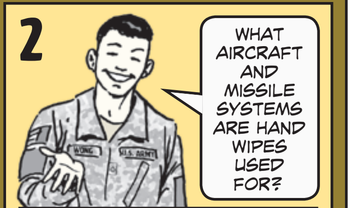
KEEPING THE ENVIRONMENT CLEAN IS AN ONGOING EFFORT FOR THE ARMY AS IT CONTINUES TO GO GREENER AND CLEANER.


HAND WIPE CLEANERS ARE COMMONPLACE THESE DAYS AND THEY'RE GOING GREEN, TOO.
SO IF YOU NEED A HAND WIPE FOR CLEANING AVIATION OR MISSILE EQUIPMENT, USE WHAT'S IN YOUR TMs. MIL-PRF-32405 (MR), CLEANER, HAND WIPE, FOR AVIATION AND MISSILE SYSTEM, METALLIC SUBSTRATES, LOW OR EXEMPT VOC, WILL HAVE PRODUCTS COMING IN THE FUTURE.
U.S. ARMY

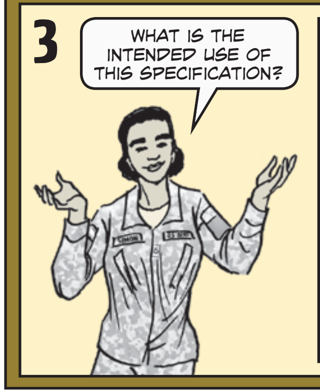
HERE ARE SOME FREQUENTLY ASKED QUESTIONS YOU MIGHT HAVE ABOUT THE NEW SPECIFICATION.

1
WHAT DOES THE SPECIFICATION COVER?
SANCHEZ
U.S. ARMY

The specification covers hand wipe cleaners with no hazardous air pollutants (HAP) and either a low content of volatile organic compounds (VOCs) or a VOC that's been okayed for use on aviation and missile systems. The cleaner also meets federal clean air regulations.


2
WHAT AIRCRAFT AND MISSILE SYSTEMS ARE HAND WIPES USED FOR?
WONG
U.S. ARMY

Hand wipe cleaner can be used on metal substrates **only** for all aviation and missile equipment.


3
WHAT IS THE INTENDED USE OF THIS SPECIFICATION?
SIMON
U.S. ARMY

First, the cleaning compounds covered by MIL-PRF-32405 (MR) are intended for hand wipe cleaning of metallic substrates prior to painting, metal surface treatment, non-structural sealant application and adhesive bonding.

Second, cleaners approved for MIL-PRF-32405 (MR) are **not** intended for cleaning prior to die-penetrant inspection (DPI), unless specifically approved for DPI by an authorized technical authority.

Third, cleaners in MIL-PRF-32405 (MR) should only be used when included in approved DOD maintenance technical publications. MIL-PRF-32405 (MR) **does not** replace or supercede any other specification.

Any solvent approved by the specification will be free of hazardous air pollutants (HAPs). You can find the specification on the DLA ASSIST quick search website:

http://quicksearch.dla.mil/

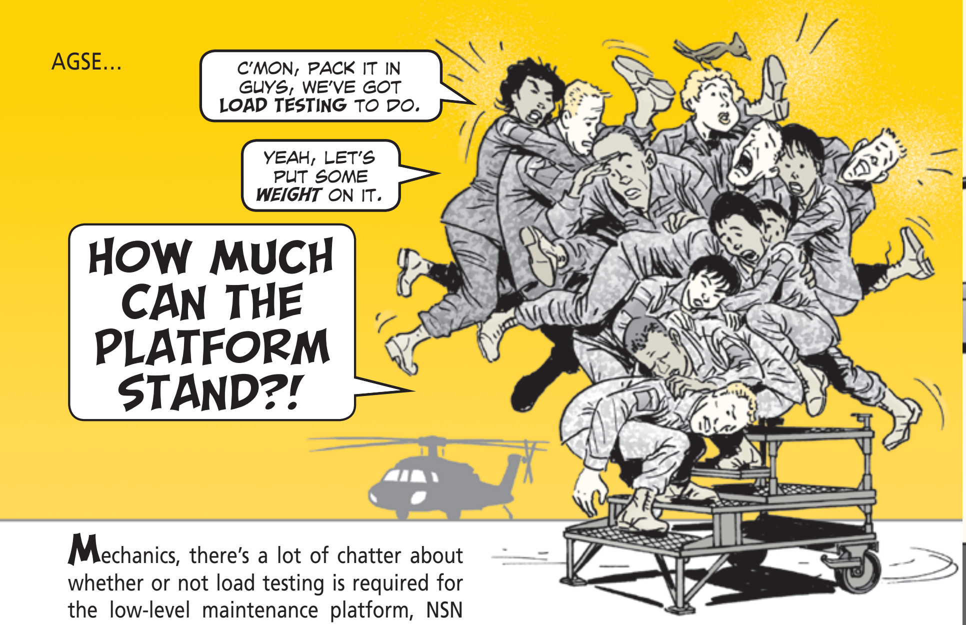
To get full access to the DLA ASSIST online database for viewing DOD documents, you must first register for an ASSIST-Online user account at:

https://assist.dla.mil

Registration data is used by DLA Document Services in Philadelphia to establish the correct type of account and to manage subscriptions.

If you have questions about the new specification, the ASSIST online database lists the current POC at the Army Research Laboratory Specifications and Standards Office. Contact Richard Squillacioti at 410-306-0786, email:

richard.j.squillacioti.civ@mail.mil

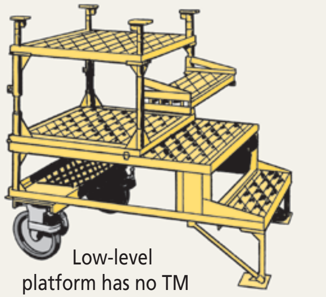

C'MON, PACK IT IN GUYS, WE'VE GOT LOAD TESTING TO DO.
YEAH, LET'S PUT SOME WEIGHT ON IT.

HOW MUCH CAN THE PLATFORM STAND?!

Mechanics, there's a lot of chatter about whether or not load testing is required for the low-level maintenance platform, NSN 1730-00-269-8283.

Some say it's required, while others say it's not. Here's the final answer from the aviation ground support equipment (AGSE) headshed that puts this issue to rest: Load test certification **is** required by Para 3 and 4 of TB 43-0142 for all maintenance platforms. Make sure you keep a record of maintenance inspections on a DD Form 314.

The bottom line is that lifting devices like maintenance platforms must have an initial load test certification document from the manufacturer or one from a repair activity when the equipment is new, extensively repaired or altered.


Low-level platform has no TM support but must be load tested

The low-level maintenance platform does not have TM support, so if you need to do repairs you can check out Page 22 of PS 709 (Dec 11) for all the parts:

https://www.logsa.army.mil/psmag/archives/PS2011/709/709-22.pdf

As part of your PM, make sure you stencil MAX WEIGHT FOLDED 500 LBS and 750 LBS MAX WEIGHT UNFOLDED on the sides of the platform. Put reflective tape on the platform so it can be seen during night maintenance.

If you have questions about AGSE equipment, you can contact their help ticket website:

https://agse.peoavn.army.mil

You can also get additional information about ground support and aviation assets from:

https://upw.jtdi.mil

We told you on Page 26 of PS 705 (Aug 11) that safety is the first priority when using maintenance platforms. Check out the article for a quick refresher:

https://www.logsa.army.mil/psmag/archives/PS2011/705/705-26.pdf

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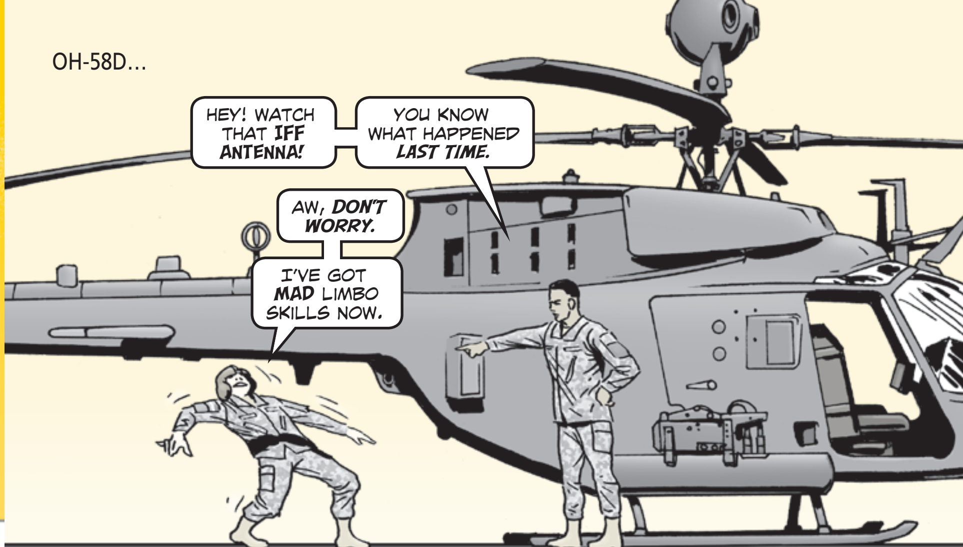
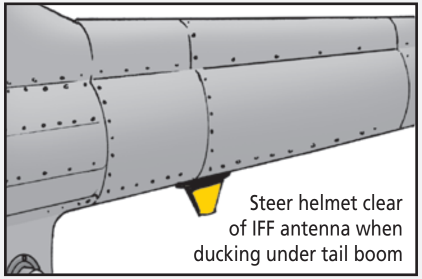

HEY! WATCH THAT IFF ANTENNA!
YOU KNOW WHAT HAPPENED LAST TIME.
AW, DON'T WORRY.
I'VE GOT MAD LIMBO SKILLS NOW.

Heads Up on IFF Antenna

PILOTS, IF YOU'RE WEARING YOUR HGU-56/P HELMET AS YOU WALK AROUND YOUR KIOWA WARRIOR PERFORMING A PRE-FLIGHT INSPECTION...
...WATCH WHERE YOU'RE GOIN'!

If you need to duck under the tail boom, stay clear of the identification friend or foe (IFF) antenna. If your helmet smacks into the antenna, your Kiowa could be unidentifiable.

The IFF antenna can be easily damaged or broken if you bend or bump it. That makes your aircraft partially mission capable. It may be OK for flying under normal circumstances at home base, but not for tactical situations. In a hostile environment, the aircraft is NMC until the IFF antenna gets repaired.

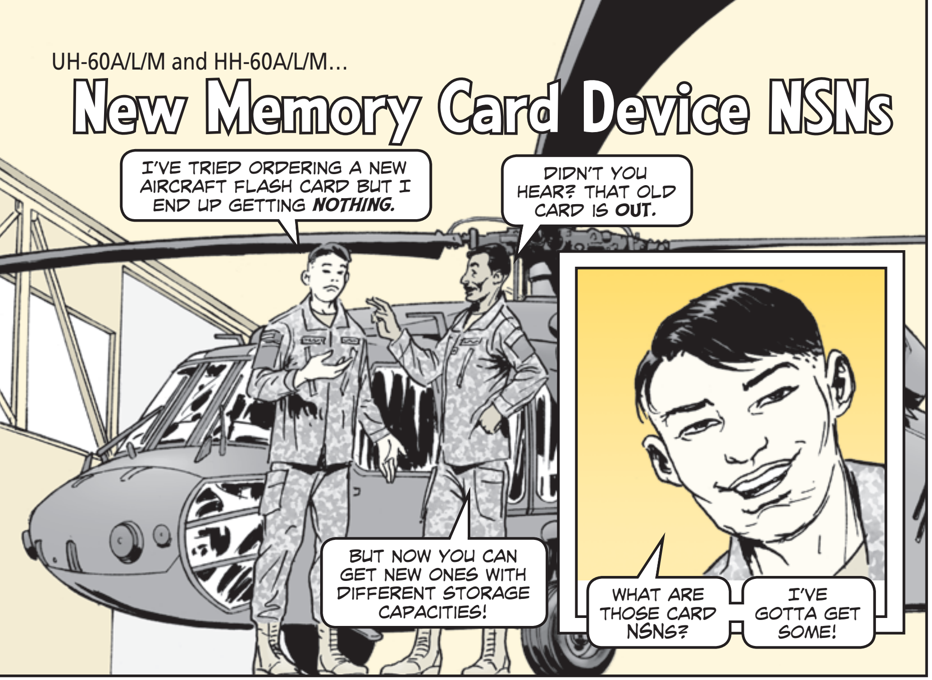

Steer helmet clear of IFF antenna when ducking under tail boom

As part of your pre-flight checks, place your hand on the bottom near the antenna to block yourself from bumping into it as your duck underneath the tail boom.

Think of it this way: ducking under the tail boom near the antenna is a good way to practice your limbo skills. Just stay under the tail boom and out of the antenna's way.

UH-60A/L/M and HH-60A/L/M...

New Memory Card Device NSNs

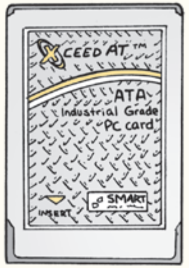

I'VE TRIED ORDERING A NEW AIRCRAFT FLASH CARD BUT I END UP GETTING *NOTHING.*
DIDN'T YOU HEAR? THAT OLD CARD IS *OUT.*
BUT NOW YOU CAN GET NEW ONES WITH DIFFERENT STORAGE CAPACITIES!
WHAT ARE THOSE CARD NSNS?
I'VE GOTTA GET SOME!

If you have tried to order the aircraft flash card, NSN 1680-01-494-9172, and are not having any luck, try no more. It's obsolete.

Three new NSNs with different memory capacities, are available for use as the integrated vehicle health management system (IVHMS) data transfer memory unit (DTMU).

The new NSNs are now called personal computer memory cards. Here is a list of card NSNs with storage capacity and part numbers:

NSN 7025-01-	Storage Capacity	P/N
590-8759	128MB	SG9PC128SME1I
590-8773	256MB	SG9PC256SME1I
590-8593	512MB	SG9PC512SME2I

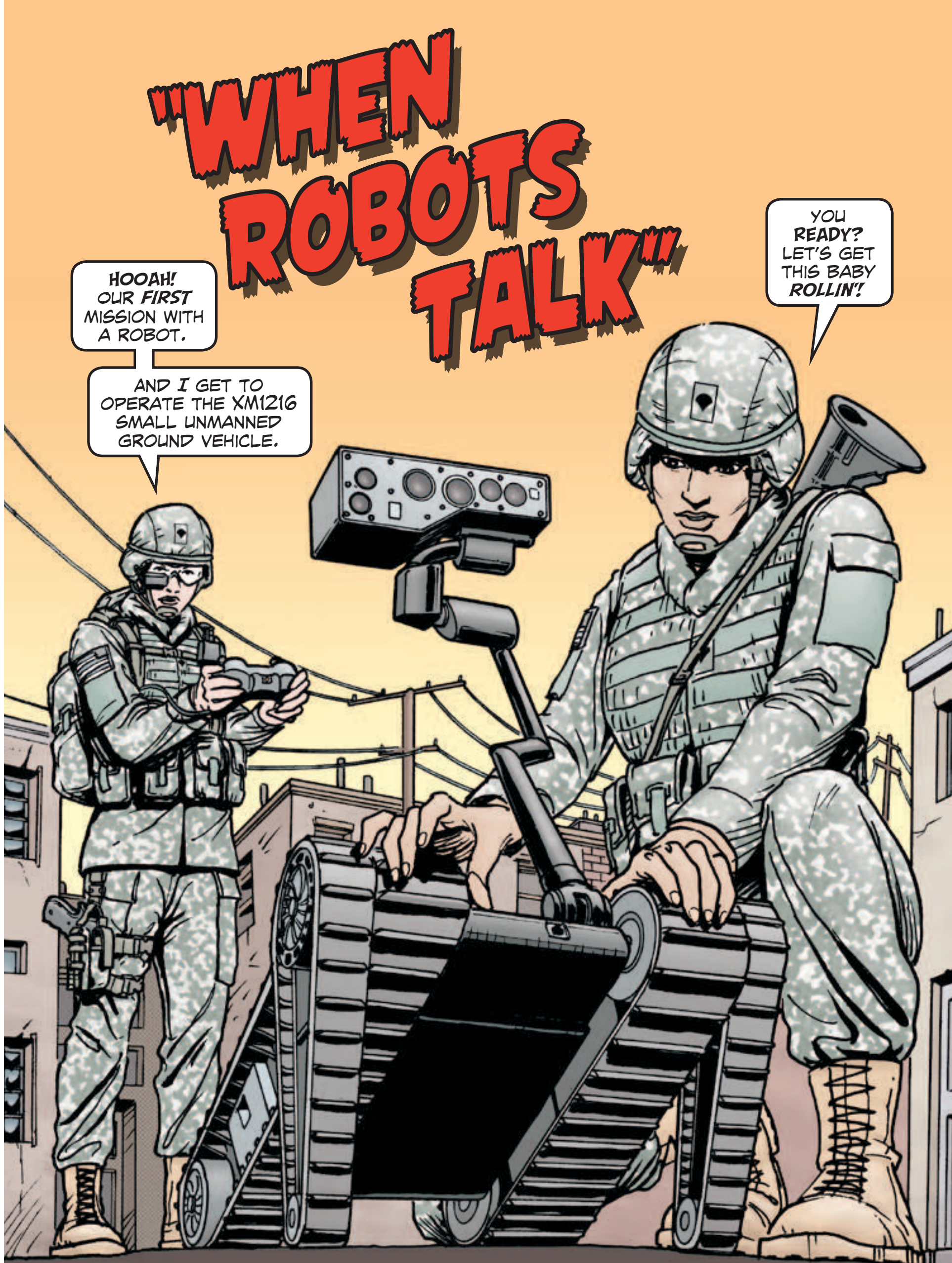

XCEED AT™
ATA
Industrial Grade
PC card
SMART
INSERT

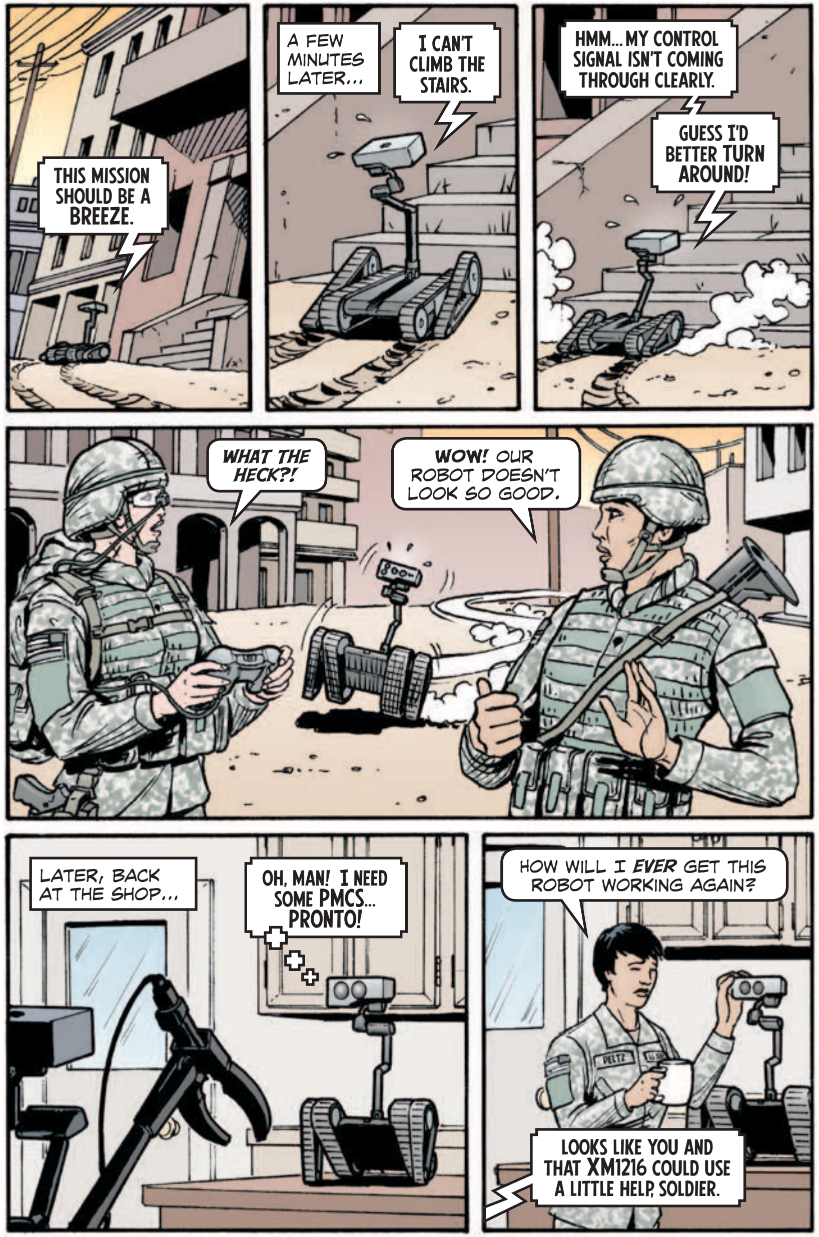
Memory card comes in three storage capacities

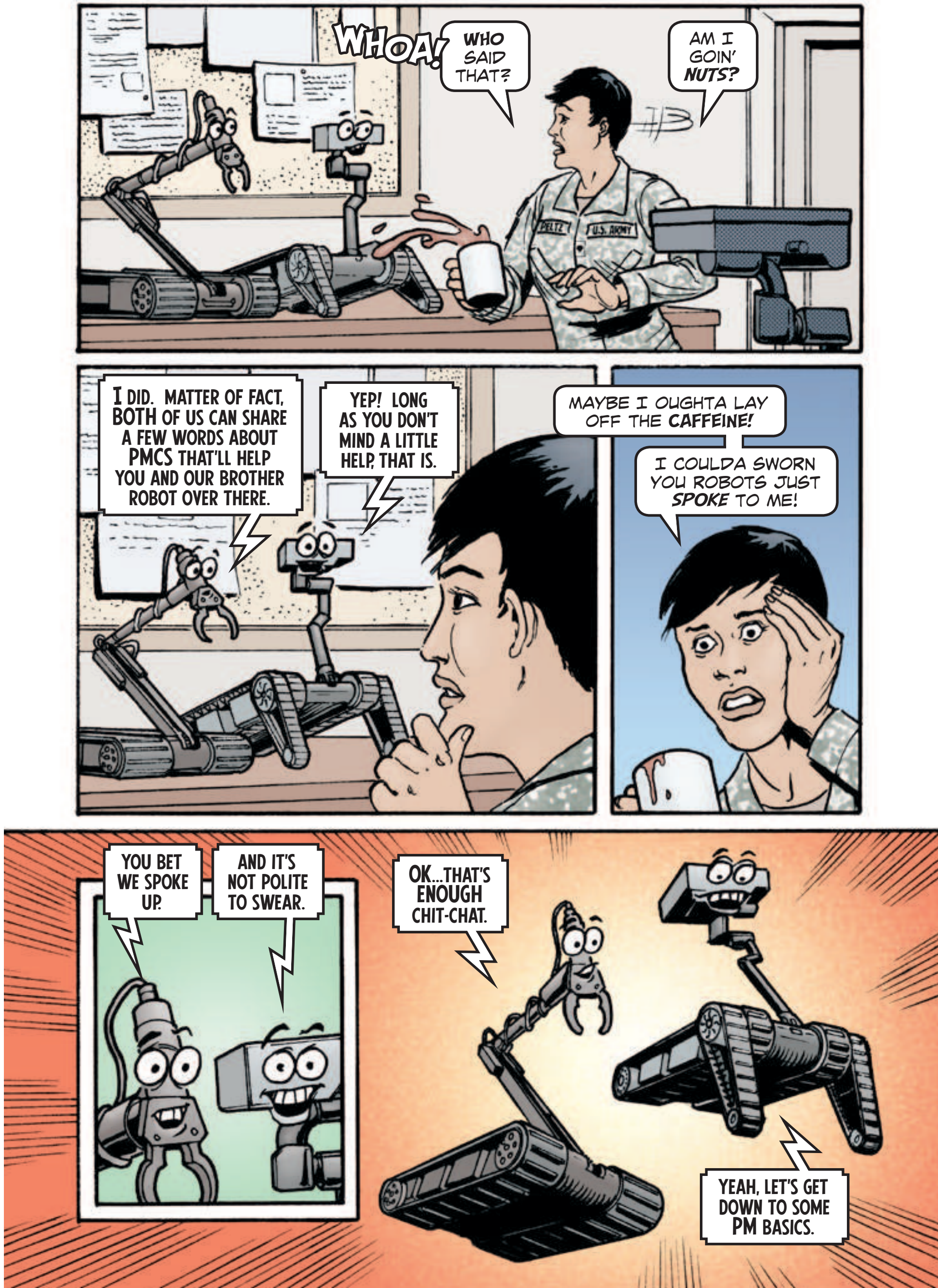
The new memory cards are handled exactly like before. When you do crew changes or at the end of each mission day, you remove the card from the DTU/DTS. The card is then loaded into the IVHMS ground station and downloaded. The aircraft health and vibration trend data can then be reviewed.

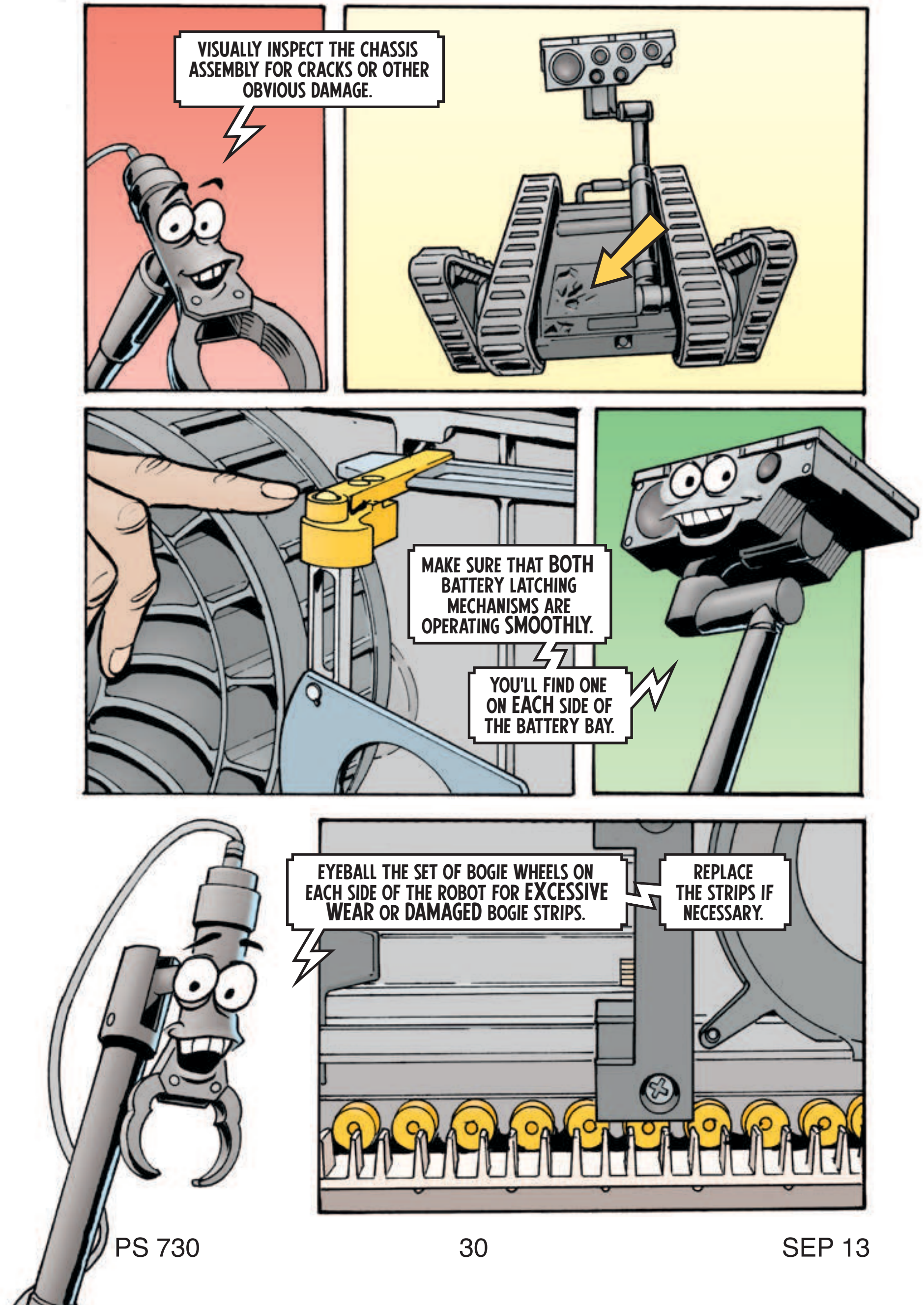
The IVHMS constantly monitors and records components such as: caution/advisory warning panel, engine fire indicating system, engine chip detectors and power-train chip detectors. It also monitors the health of the aircraft gearboxes as well as airframe rotor system vibrations.

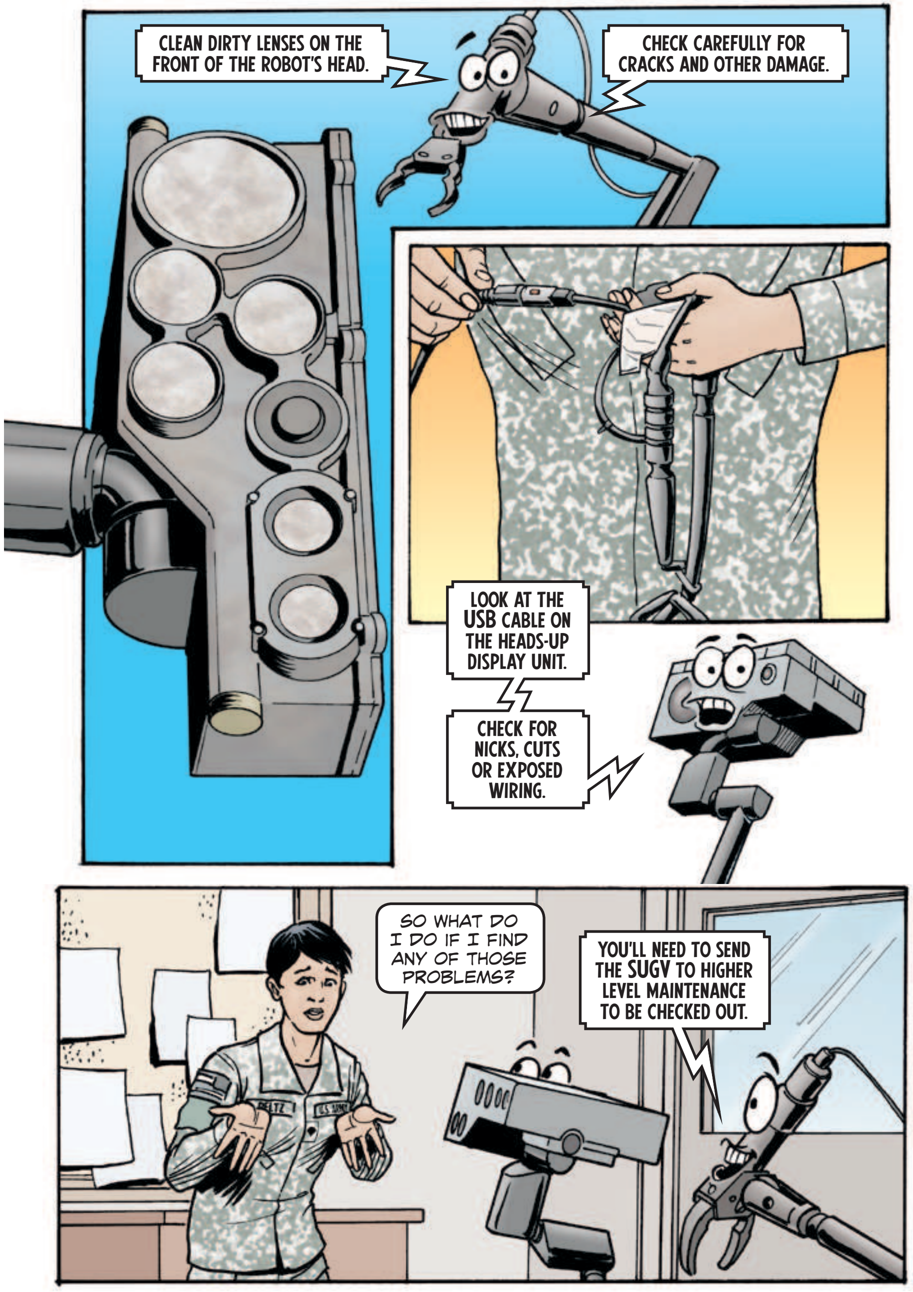
"WHEN ROBOTS TALK"

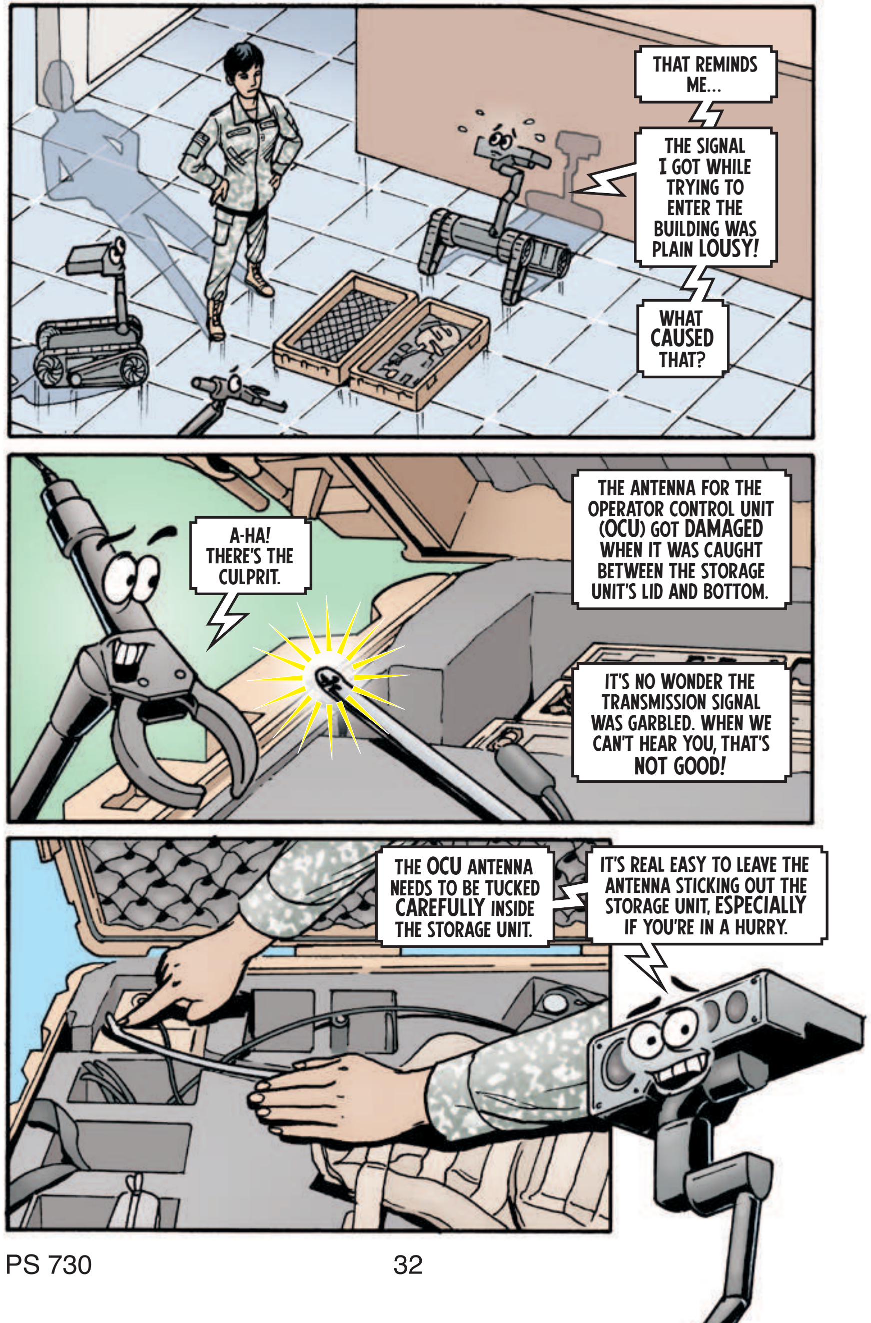

HOOAH! OUR *FIRST* MISSION WITH A ROBOT.
AND *I* GET TO OPERATE THE XM1216 SMALL UNMANNED GROUND VEHICLE.
YOU *READY?* LET'S GET THIS BABY *ROLLIN'!*

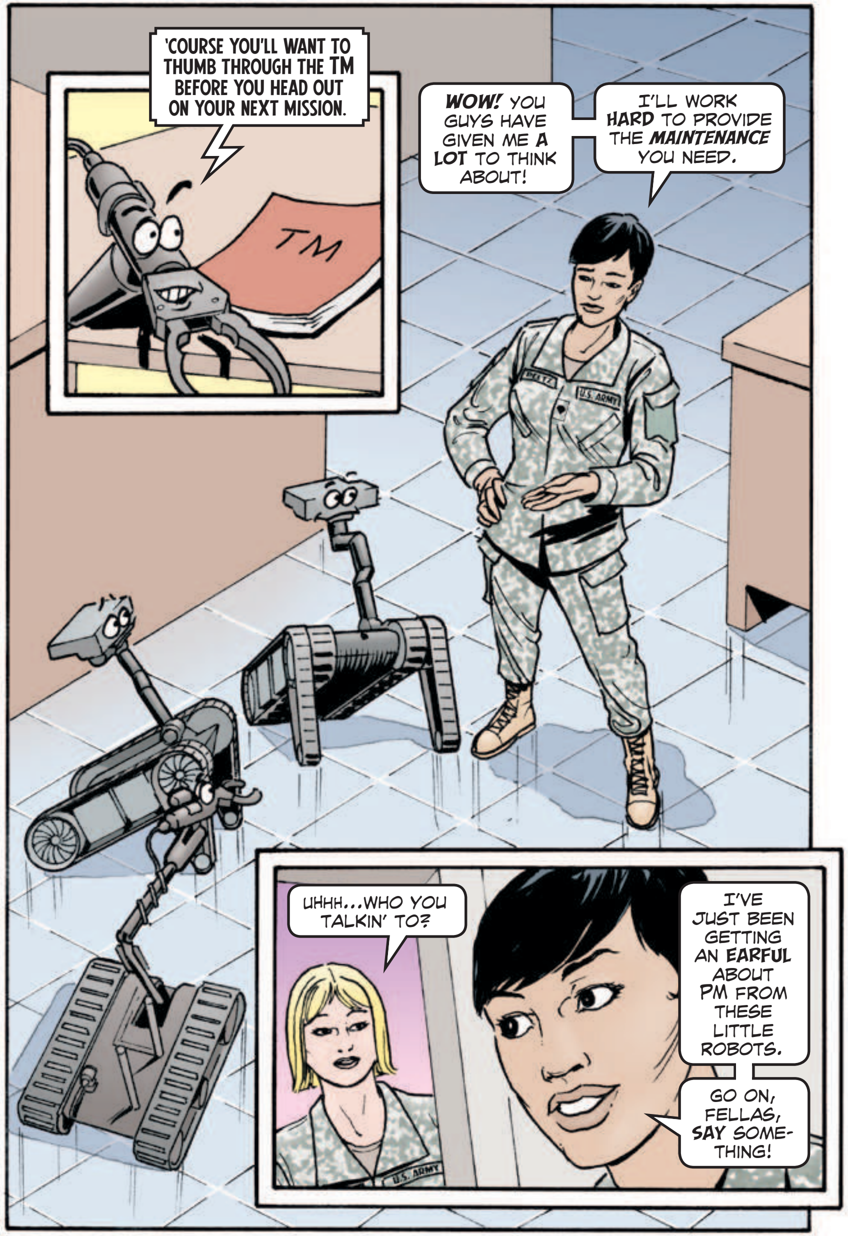

THIS MISSION SHOULD BE A BREEZE.
A FEW MINUTES LATER...
I CAN'T CLIMB THE STAIRS.
HMM... MY CONTROL SIGNAL ISN'T COMING THROUGH CLEARLY.
GUESS I'D BETTER TURN AROUND!
WHAT THE HECK?!
WOW! OUR ROBOT DOESN'T LOOK SO GOOD.
LATER, BACK AT THE SHOP...
OH, MAN! I NEED SOME PMCS... PRONTO!
HOW WILL I EVER GET THIS ROBOT WORKING AGAIN?
LOOKS LIKE YOU AND THAT XM1216 COULD USE A LITTLE HELP, SOLDIER.

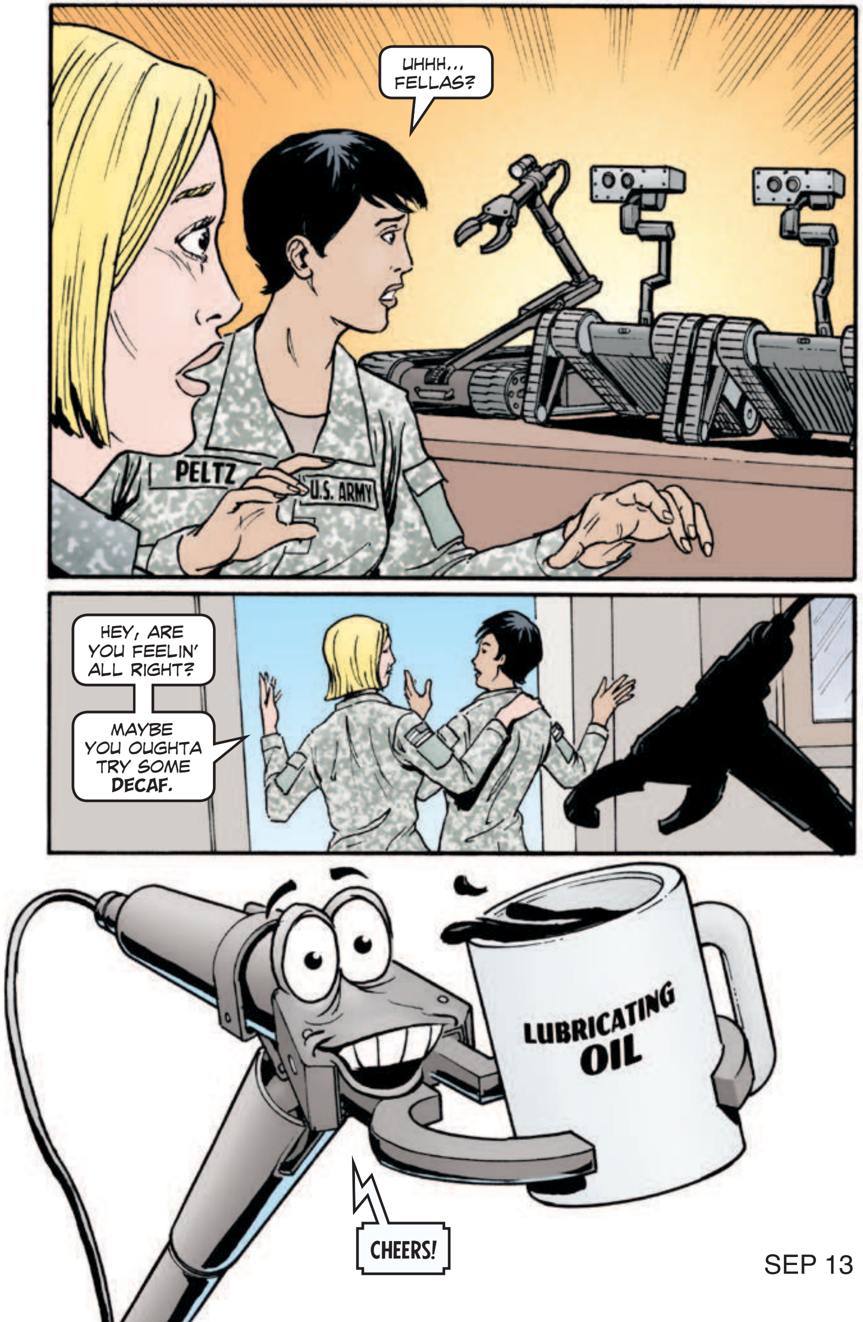

WHOA!
WHO SAID THAT?
AM I GOIN' NUTS?
PELTZ
U.S. ARMY
I DID. MATTER OF FACT, BOTH OF US CAN SHARE A FEW WORDS ABOUT PMCS THAT'LL HELP YOU AND OUR BROTHER ROBOT OVER THERE.
YEP! LONG AS YOU DON'T MIND A LITTLE HELP, THAT IS.
MAYBE I OUGHTA LAY OFF THE CAFFEINE!
I COULDA SWORN YOU ROBOTS JUST SPOKE TO ME!
YOU BET WE SPOKE UP.
AND IT'S NOT POLITE TO SWEAR.
OK...THAT'S ENOUGH CHIT-CHAT.
YEAH, LET'S GET DOWN TO SOME PM BASICS.


VISUALLY INSPECT THE CHASSIS ASSEMBLY FOR CRACKS OR OTHER OBVIOUS DAMAGE.
MAKE SURE THAT BOTH BATTERY LATCHING MECHANISMS ARE OPERATING SMOOTHLY.
YOU'LL FIND ONE ON EACH SIDE OF THE BATTERY BAY.
EYEBALL THE SET OF BOGIE WHEELS ON EACH SIDE OF THE ROBOT FOR EXCESSIVE WEAR OR DAMAGED BOGIE STRIPS.
REPLACE THE STRIPS IF NECESSARY.


CLEAN DIRTY LENSES ON THE FRONT OF THE ROBOT'S HEAD.
CHECK CAREFULLY FOR CRACKS AND OTHER DAMAGE.
LOOK AT THE USB CABLE ON THE HEADS-UP DISPLAY UNIT.
CHECK FOR NICKS, CUTS OR EXPOSED WIRING.
SO WHAT DO I DO IF I FIND ANY OF THOSE PROBLEMS?
YOU'LL NEED TO SEND THE SUGV TO HIGHER LEVEL MAINTENANCE TO BE CHECKED OUT.

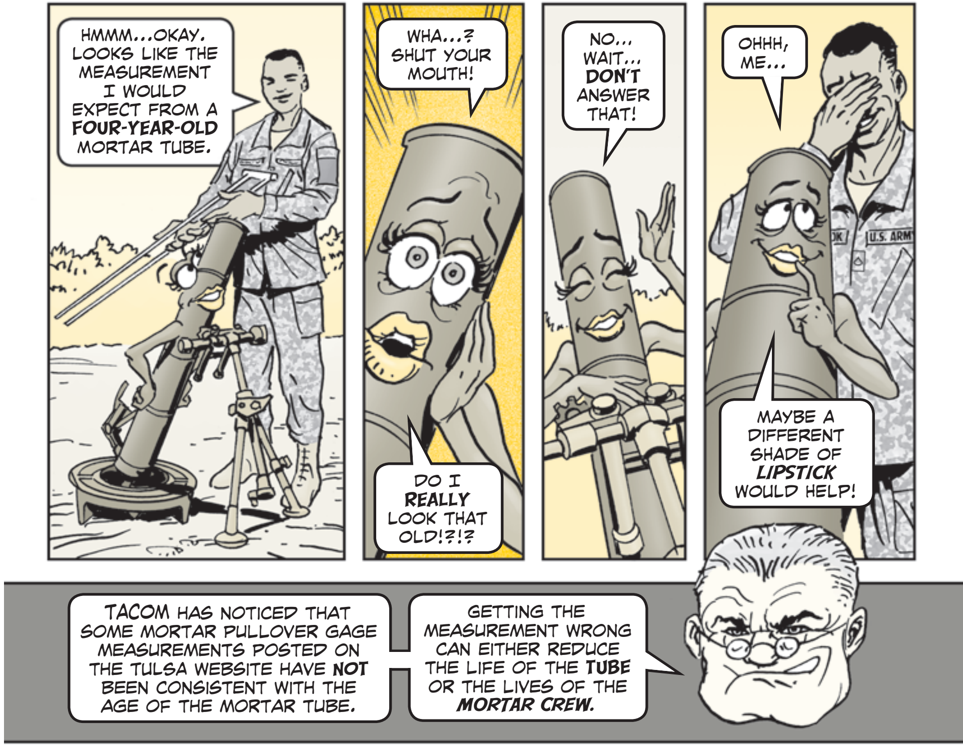

THAT REMINDS ME...
THE SIGNAL I GOT WHILE TRYING TO ENTER THE BUILDING WAS PLAIN LOUSY!
WHAT CAUSED THAT?
A-HA! THERE'S THE CULPRIT.
THE ANTENNA FOR THE OPERATOR CONTROL UNIT (OCU) GOT DAMAGED WHEN IT WAS CAUGHT BETWEEN THE STORAGE UNIT'S LID AND BOTTOM.
IT'S NO WONDER THE TRANSMISSION SIGNAL WAS GARBLED. WHEN WE CAN'T HEAR YOU, THAT'S NOT GOOD!
THE OCU ANTENNA NEEDS TO BE TUCKED CAREFULLY INSIDE THE STORAGE UNIT.
IT'S REAL EASY TO LEAVE THE ANTENNA STICKING OUT THE STORAGE UNIT, ESPECIALLY IF YOU'RE IN A HURRY.


'COURSE YOU'LL WANT TO THUMB THROUGH THE TM BEFORE YOU HEAD OUT ON YOUR NEXT MISSION.
TM
WOW! YOU GUYS HAVE GIVEN ME A LOT TO THINK ABOUT!
I'LL WORK HARD TO PROVIDE THE MAINTENANCE YOU NEED.
UHHH...WHO YOU TALKIN' TO?
I'VE JUST BEEN GETTING AN EARFUL ABOUT PM FROM THESE LITTLE ROBOTS.
GO ON, FELLAS, SAY SOME-THING!


UHHH... FELLAS?
PELTZ
U.S. ARMY
HEY, ARE YOU FEELIN' ALL RIGHT?
MAYBE YOU OUGHTA TRY SOME DECAF.
LUBRICATING OIL
CHEERS!

Mortars...

PULL DOWN BAD PULLOVER INSPECTIONS


HMMM...OKAY. LOOKS LIKE THE MEASUREMENT I WOULD EXPECT FROM A FOUR-YEAR-OLD MORTAR TUBE.
WHA...? SHUT YOUR MOUTH!
DO I REALLY LOOK THAT OLD!?!?
NO... WAIT... DON'T ANSWER THAT!
OHHH, ME...
MAYBE A DIFFERENT SHADE OF LIPSTICK WOULD HELP!
U.S. ARMY
TACOM HAS NOTICED THAT SOME MORTAR PULLOVER GAGE MEASUREMENTS POSTED ON THE TULSA WEBSITE HAVE NOT BEEN CONSISTENT WITH THE AGE OF THE MORTAR TUBE.
GETTING THE MEASUREMENT WRONG CAN EITHER REDUCE THE LIFE OF THE TUBE OR THE LIVES OF THE MORTAR CREW.

Pay close attention to the measurement. If it seems too high or low for the age and condition of the tube, measure again. If the measurement still seems off, get help from your supervisor. Sometimes if you accidentally bump the gage before you pull it out of the tube, you'll get a false reading.

Follow the inspection criteria in TM 9-1000-202-14 and the pullover gage procedures in TM 9-4933-258-13&P. If you have any doubts about the measurements, contact your local TACOM LAR or one of the equipment specialists listed at:

https://tulsa.tacom.army.mil/guncard/index.cfm

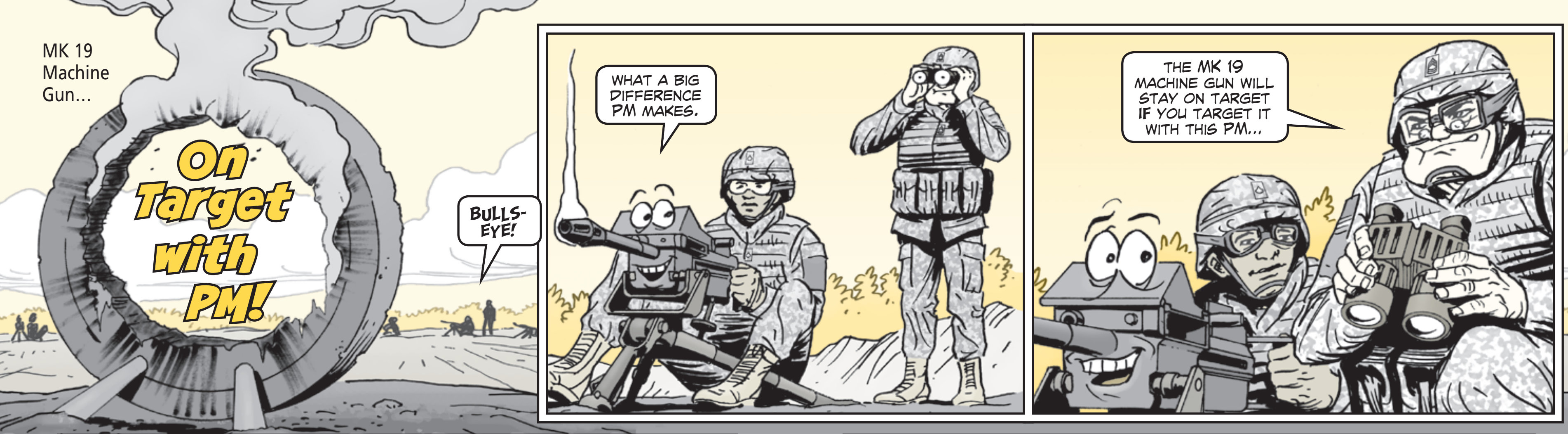
If you believe the measurements are accurate, record them on the mortar's DA Form 2408-4 and at the TULSA site above.

If you have any mortar questions, you can call the mortar experts at DSN 786-1224, (586) 282-1224, or email:

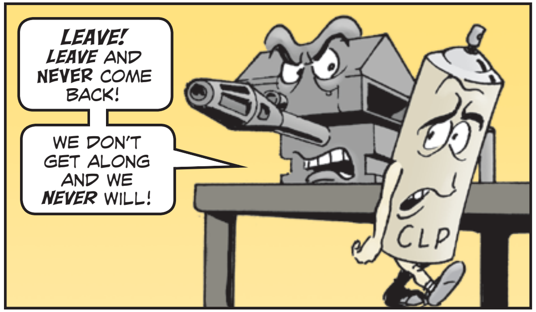
usarmydetroit.tacom.mbx.ilsc-mortar-systems@mail.mil

MK 19 Machine Gun...

On Target with PM!


BULLS-EYE!
WHAT A BIG DIFFERENCE PM MAKES.
THE MK 19 MACHINE GUN WILL STAY ON TARGET IF YOU TARGET IT WITH THIS PM...

Don’t use CLP–ever! CLP should never be used on the MK 19. It is not strong enough to withstand the heat the MK 19 produces and will actually gum up the gun’s moving parts. And it can degrade the grease that’s in the MK 19’s bearings.


LEAVE! LEAVE AND NEVER COME BACK!
WE DON’T GET ALONG AND WE NEVER WILL!
CLP

The best lube choice is LSAT. NSN 9150-00-949-0323 gets 8 ounces and NSN 9150-01-109-7793 brings 1 pound. GMD is the other choice. NSN 9150-00-935-4018 gets a 14-oz tube and NSN 9150-00-223-4004 a 6½-lb can.

WE’RE WHAT YOUR MK 19 NEEDS!
LSAT
GMD

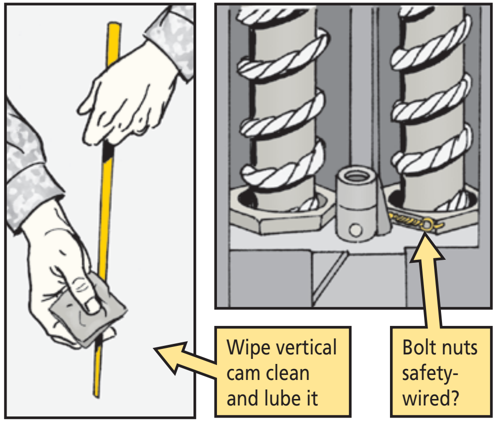
But remember, you can’t interchange lubes. Stick with one. If you do need to switch to a different one, completely wipe off the old lube first. Mixing lubes weakens them.

When you go to the field, take the LSAT or GMD with you. They won’t do much good sitting in the arms room.

Disassembly don’ts. When you take your MK 19 apart, don’t be rough. It’s easy to damage things like the roller bearings on top of the bolt or the vertical cam assembly.

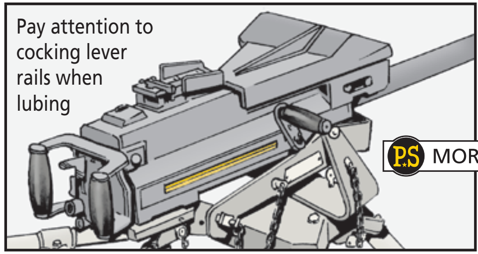
If you touch the vertical cam, wipe it clean ASAP. The oil in your skin can cause rust in the cam and then it’s ruined. If the cam has pits, nicks or aluminum buildup that can’t be removed with crocus cloth, it needs to be replaced.

Hands off the safety wire securing the two nuts in the bolt. If the safety wire is cut, the screws start working loose and then the bolt malfunctions. If the nuts are missing their safety wire, report it.


Wipe vertical cam clean and lube it

Bolt nuts safety-wired?

Lubing to remember. When you are lubing with LSAT or GMD, give extra attention to the feed pawls, the cocking lever rails, the pivot posts on the primary drive lever and the bolt assembly. If just one of those doesn’t get enough lube, you’ll have trouble firing.

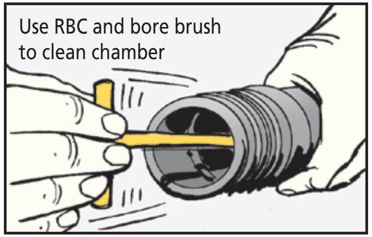

Pay attention to cocking lever rails when lubing

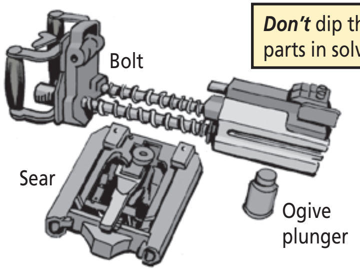
PS MORE

Help with cleaning. The chamber is the worst carbon collector. If you don't get out all the carbon, the chamber will become pitted and the barrel eventually will have to be replaced.

To clean the chamber, soak your bore brush in RBC and run it through the muzzle into the chamber. Do this again and again until the brush stops pulling out carbon.

If you can't clean out all the carbon, your armorer is authorized to use dry cleaning solvent. But he needs to be careful not to dip the bolt, ogive plunger, or sear in solvent. They have sealed components with grease inside. Instead, clean these parts with a rag or brush dipped in solvent.


Use RBC and bore brush to clean chamber

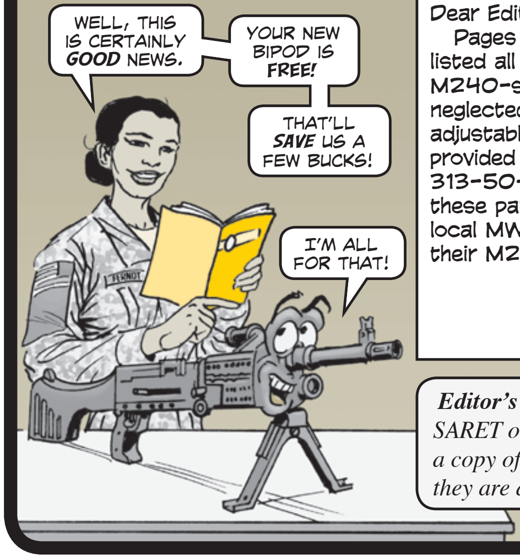

Bolt
Sear
Ogive plunger

Don't **dip these parts in solvent**

PS END

M240-Series Machine Guns...

MWO BRINGS NEW PARTS FREE


WELL, THIS IS CERTAINLY *GOOD* NEWS.
YOUR NEW BIPOD IS *FREE!*
THAT'LL *SAVE* US A FEW BUCKS!
I'M ALL FOR THAT!

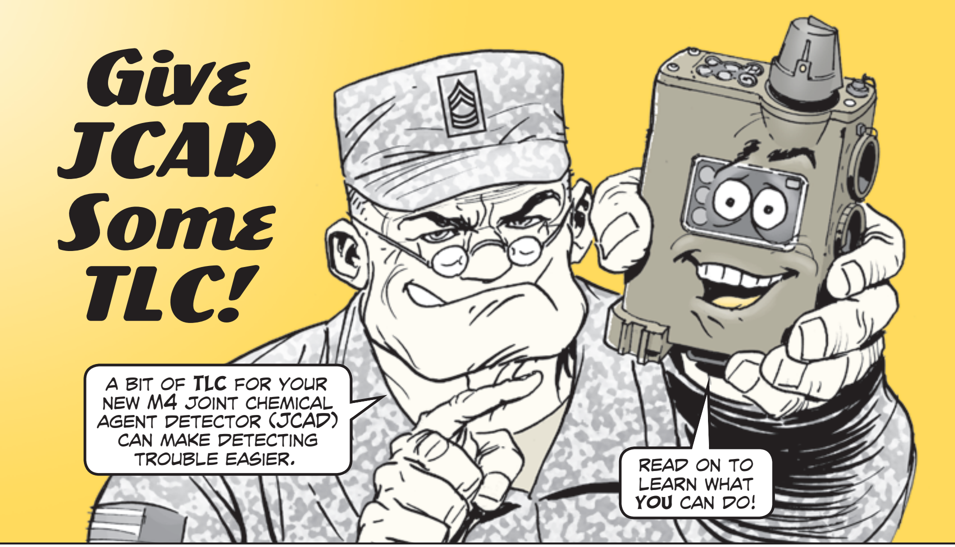
Dear Editor,

Pages 50-53 in PS 721 (Dec 12) listed all the new parts available for the M240-series machine guns. But you neglected to mention that the M240B adjustable bipod assembly will be provided free through MWO 9-1005-313-50-3. Units don't need to order these parts. They can check with the local MWO coordinator to find out when their M240Bs will be converted.

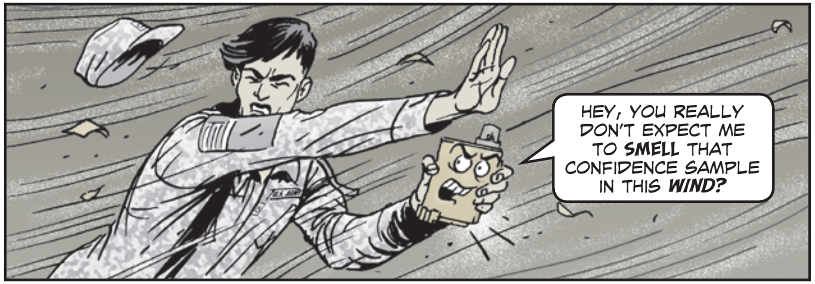
Gerald Knipe
TACOM LAR
Ft Riley, KS

Editor's note: *The MWO will be done by SARET or at depot. Armorers need to keep a copy of the adjustable bipod NSNs until they are added to TM 9-1005-313-23&P.*

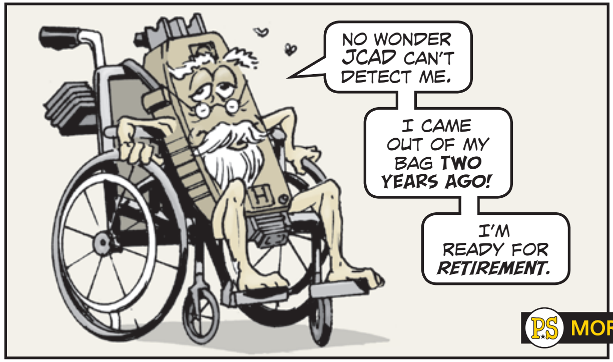
Give JCAD Some TLC!


A BIT OF **TLC** FOR YOUR NEW M4 JOINT CHEMICAL AGENT DETECTOR (JCAD) CAN MAKE DETECTING TROUBLE EASIER.
READ ON TO LEARN WHAT **YOU** CAN DO!

When doing confidence checks, do them in an environment with as little air movement as possible. That means seeking protection from wind if you're outside and turning off fans inside. The stiller the air, the easier it is for the JCAD to read the sample.


HEY, YOU REALLY DON'T EXPECT ME TO **SMELL** THAT CONFIDENCE SAMPLE IN THIS ***WIND?***

Remember that once you take a confidence sample out of its sealed bag, its service life is 1-2 years tops. If JCAD is having trouble reading a sample, it may be because the sample is old and needs to be replaced.

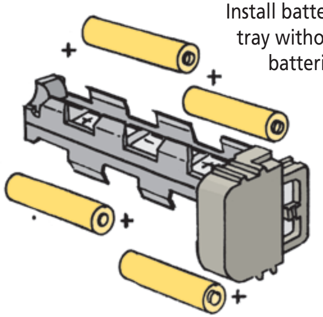

NO WONDER JCAD CAN'T DETECT ME.
I CAME OUT OF MY BAG **TWO YEARS AGO!**
I'M READY FOR ***RETIREMENT.***

PS MORE

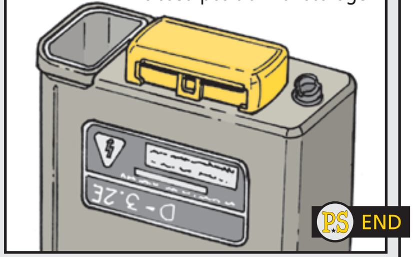
When JCAD is ready for storage, follow these steps:

- Make sure the detector is turned OFF with the rain cap fully closed.
- Remove the batteries from the battery tray and install the tray in the fully closed position.
- Ensure the sieve pack remains installed in the detector in the fully closed position. This keeps the sieve pack in good condition and makes sure JCAD starts properly the next time you power it up.

Install battery tray without batteries



Make sure sieve pack is in fully closed position for storage



PS END

M41 PATS...

WHY DOESN'T AVERAGE FIT FIT?

GAHR! WHY CAN'T I GET THE AVERAGE OF THE INDIVIDUAL FIT FACTORS!?
YOU DON'T NEED TO DO THAT.
I'LL CALCULATE THE MASK FIT FACTORS FOR YOU.

Dear Half-Mast,

When the M41 protection assessment test system (PATS) calculates the overall fit factor, why isn't the result the average of the individual exercise fit factors?

SFC G.Y.

Dear Sergeant First Class G.Y.,

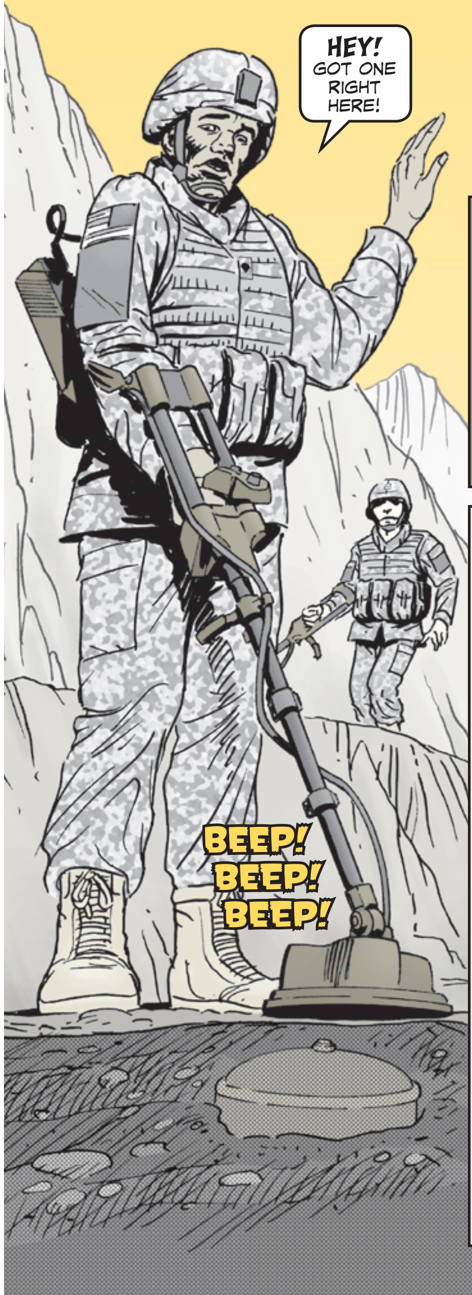
Averaging fit factors doesn't produce a valid result. The correct way to compute the overall fit factor is to calculate the average penetration (the fit factor divided into 1) and then convert it to a fit factor.

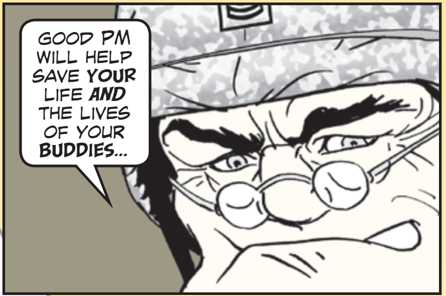
PATS does this automatically to save you the trouble.

Half-Mast

AN/PSS-14 Mine Detector....

SELECT THESE DETECTOR SUGGESTIONS!


HEY! GOT ONE RIGHT HERE!
BEEP! BEEP! BEEP!


GOOD PM WILL HELP SAVE YOUR LIFE AND THE LIVES OF YOUR BUDDIES...

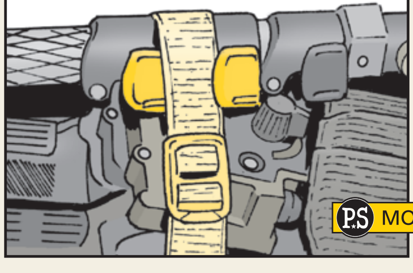
Dear Editor,

Through teaching Soldiers how to get the most out of their AN/PSS-14 mine detectors, we've come up with these suggestions:

Careful with the Yoke

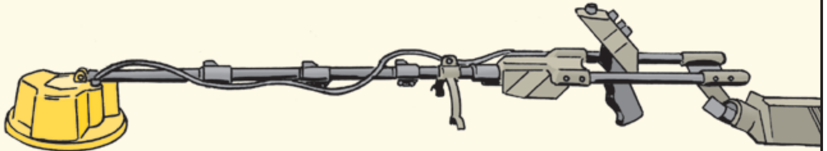
A broken yoke means the detector has to be sent to depot for repair. Yokes are usually broken because of improper storage. When you strap the yoke in the storage bag, tighten the strap ***hand-tight only***. If you force the strap tighter, you can damage the yoke. Put the strap between the second and third cam locks. That prevents the strap from sliding around.

Tighten yoke strap hand-tight between second and third cam locks



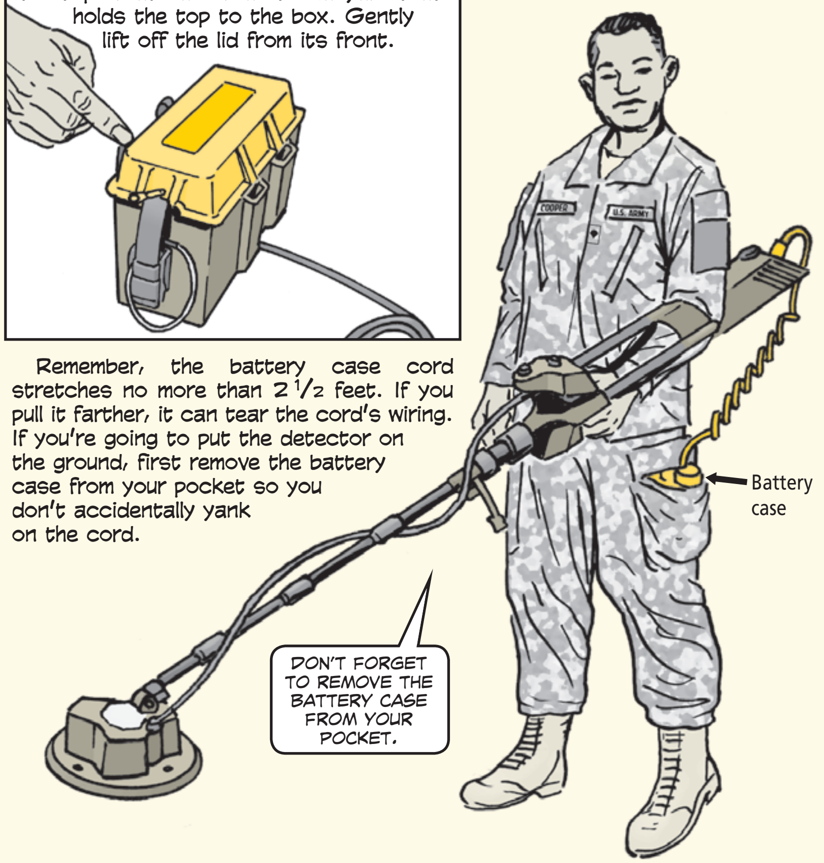
PS MORE

When you rest the detector on the ground, put the search head flat so the yoke is not left lying on the ground where it can be more easily damaged.



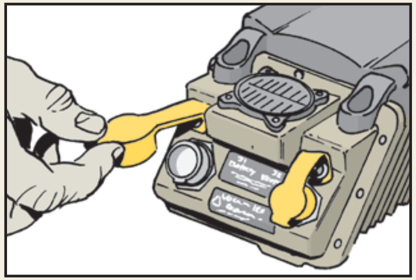
Battery Basics

Don't pull off the battery lid's top from the top. That can break the lanyard that holds the top to the box. Gently lift off the lid from its front.


DON'T FORGET TO REMOVE THE BATTERY CASE FROM YOUR POCKET.
Battery case
COOPER
U.S. ARMY

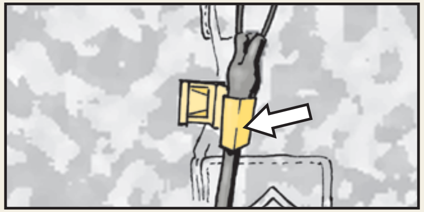
Remember, the battery case cord stretches no more than 2 1/2 feet. If you pull it farther, it can tear the cord's wiring. If you're going to put the detector on the ground, first remove the battery case from your pocket so you don't accidentally yank on the cord.

Just flip the J1 battery connector cap off with your thumb. If you pull it off, the cap will eventually come off permanently. Then the battery connector has no protection from the elements. Same goes for the J2 earpiece connector. Use your thumb to flip off its cap, too.



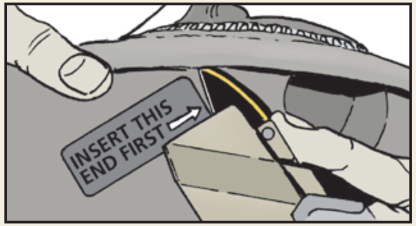
Give Earphones Some Slack

If you yank your head while wearing the earphones, you can pull their cord's wiring loose. Attaching the cord's clip to your uniform can prevent that from happening.

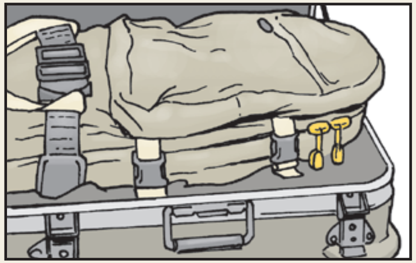


Packing Advice

Store the detector so that the front latch fits in the bag's slot. That secures the detector in the bag and prevents it from shifting around.



To make the head fit in the bag, tilt the head up and then push it back until it locks in place. Then tilt the head back down flat. Forcing the head straight into the bag can push the head out of alignment.



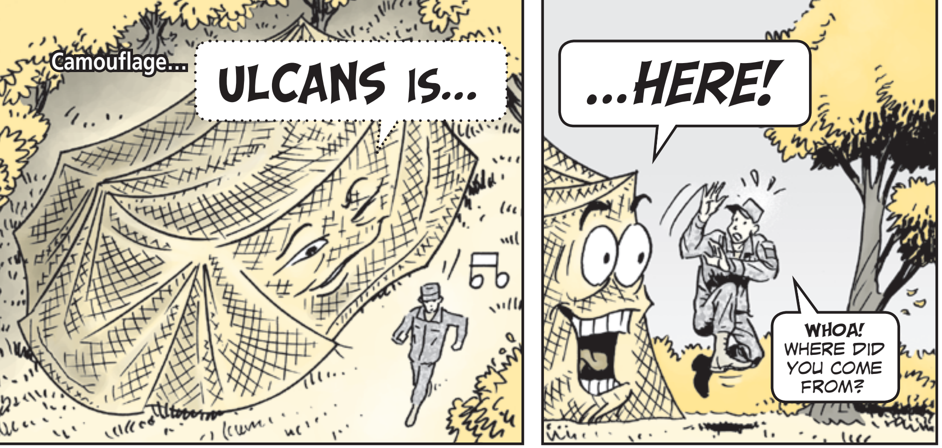
When you put the bag in the carrying case, don't leave the bag's zipper at the 12 o'clock position. That makes it difficult to close the case. Put the zipper to the side.

SSG Ivan Cruz
SSG George Dixon
Ft Leonard Wood, MO

Editor's note: *I believe I've detected some excellent detector suggestions! Thanks, Sergeants. By the way, Soldiers can practice using their detector by signing out a sweep monitoring system (SMS) from their local TASC. That saves you the trouble of going to actual training lanes.*

PS END

Camouflage...


ULCANS IS...
...HERE!
WHOA! WHERE DID YOU COME FROM?

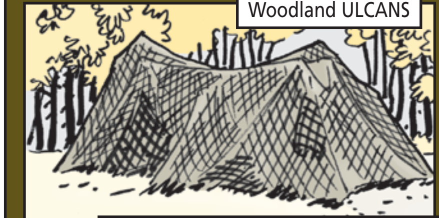
By now, most Army units should be seeing the new improved camouflage system ULCANS (ultra lightweight camouflage net system).

ULCANS is a step up from the old LCSS (lightweight camouflage screen system and lightweight camouflage support system). ULCANS is resistant to fire, mold, and mildew. It has an anti-snag design and is easier and quicker to set up and tear down.

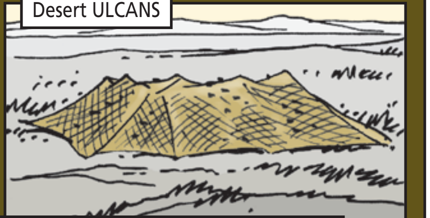
The switch from LCSS to ULCANS can't be done piecemeal. You can't replace LCSS components with ULCANS components. ULCANS and LCSS screens have different radar and thermal properties, plus they use different screen connections. And ULCANS employs a shape disrupter instead of a batten spreader.

When you are ready to order ULCANS, use these NSNs, which bring both the screens and support systems:

Woodland ULCANS



Desert ULCANS



- Woodland, general purpose, radar scattering, NSN 1080-01-457-2956
- Woodland, general purpose, radar transparent, NSN 1080-01-475-0697
- Desert, general purpose, radar scattering, NSN 1080-01-475-0696
- Desert, general purpose, radar transparent, NSN 1080-01-475-0694

As of yet, there is no ULCANS snow camouflage. Limited quantities of LCSS radar-scattering snow camouflages are available: Type IV, NSN 1080-01-266-1826, and the older Type II, NSN 1080-00-103-1233.

For more ULCANS part numbers and NSNs, see Appendix C of TM 5-1080-250-12&P. It's at the ETM website: https://www.logsa.army.mil/etms

Tentage Repair Kit...

DON'T DESPAIR–REPAIR

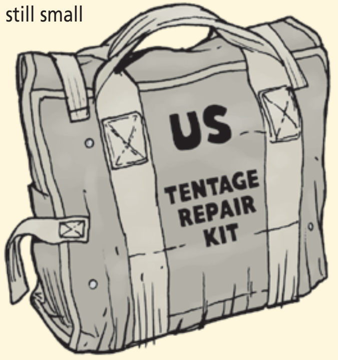
WELL, SEEMS LIKE THIS TENT HAS HAD IT.
CHEER UP, IT'S ONLY A SMALL TEAR.
WITH THIS TENTAGE REPAIR KIT WE CAN FIX THIS AND PREVENT SOME MAJOR DAMAGE FROM OCCURRING.
US TENTAGE REPAIR KIT

Sooner or later it's bound to happen. Through normal wear, your vinyl-coated polyester tent gets tears and holes. Then when it rains, your tent becomes a leaky faucet. You must make repairs while tears are still small, before major damage sets in.

Order the updated tentage repair kit, NSN 8340-00-262-5767. The cotton duck (canvas) sheets that once came with the repair kit are no longer available. The Army has replaced the canvas with 60-in wide vinyl-coated polyester sheets for field repairs. The sheets come in green and tan. You can order them separately if you don't want the entire kit. The unit of issue is by the yard.

Sheet Color	NSN 8305-01-
Green	238-0342
Tan	238-8076

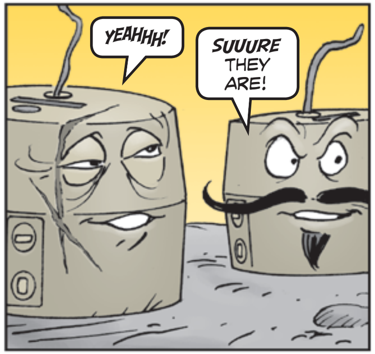
Make repairs while tears are still small

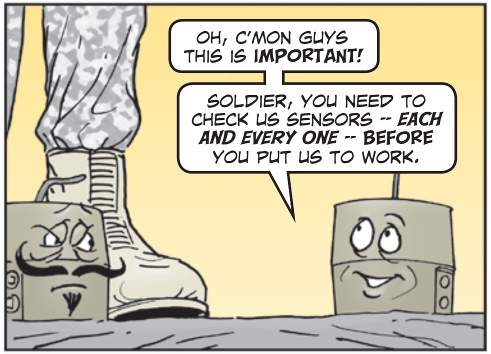


The kit also comes with adhesive for applying the polyester patches.

E-UGS... BATTERY LIFE CAN SAVE YOUR LIFE

WELL, I'M GETTING READY TO PUT YOU GUYS OUT TO DO YOUR THING... I JUST NEED TO ASK YOU FIRST...
ARE YOUR BATTERIES GOOD?


YEAHHH!
SUUURE THEY ARE!


OH, C'MON GUYS THIS IS IMPORTANT!
SOLDIER, YOU NEED TO CHECK US SENSORS -- EACH AND EVERY ONE -- BEFORE YOU PUT US TO WORK.

If your unit has received an expendable-unattended ground sensors (E-UGS) system, read this article carefully. This applies to all E-UGS configurations.

The E-UGS comes with 55 ground sensors. Each sensor contains one non-rechargeable battery pack. When you receive a sensor, you won't know how much battery life is left. That means you might position a ground sensor that has a short battery life. Or you might think a powerless sensor is faulty. Either way, your surveillance suffers.

DON'T BOTHER TO RECOVER GROUND SENSORS IN THE FIELD.
INSTEAD, POSITION NEW SENSORS.
THAT'S THE RECOMMENDATION FROM PM GROUND SENSORS.

How Much Battery Life?

Before you position a ground sensor, find out how much life is left in the battery by running a system function test:

Press the mode button on the bottom of the sensor for 1 second:

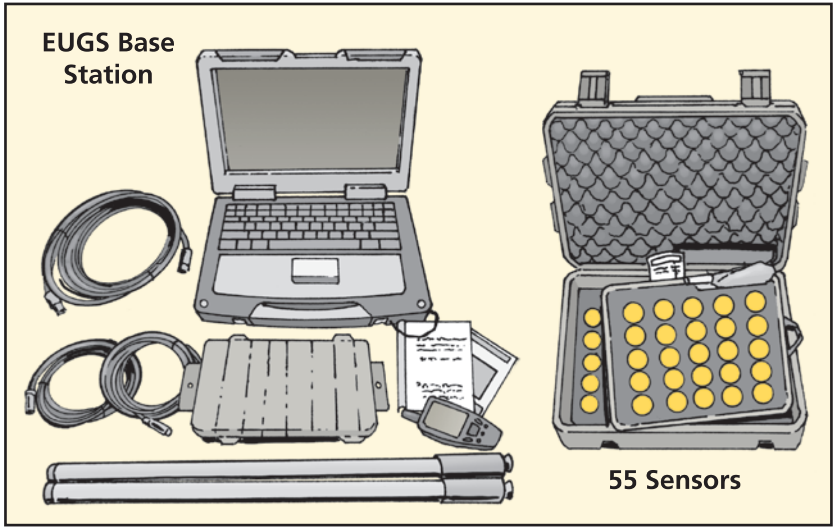
- If the battery indicator light blinks **green four times,** it means the battery is **fully charged.**
- If the light blinks **green three times and red once,** the battery has a **75 percent charge.**
- **Two green** and **two red blinks** mean a **50 percent charge.**
- **One green** and **three red blinks** mean a **25 percent charge.**

Check battery charge ***before*** use

●●●●	100%
●●●○	75%
●●○○	50%
●○○○	25%
○○○○	0%

Run the test on each sensor when your unit receives the E-UGS and again right before deploying the sensors. The system function test is described in the user's manual, which comes with the E-UGS.

A fully charged battery can last 3 to 4 months. It's recommended you replace the sensor if it shows a 50 percent charge or less.

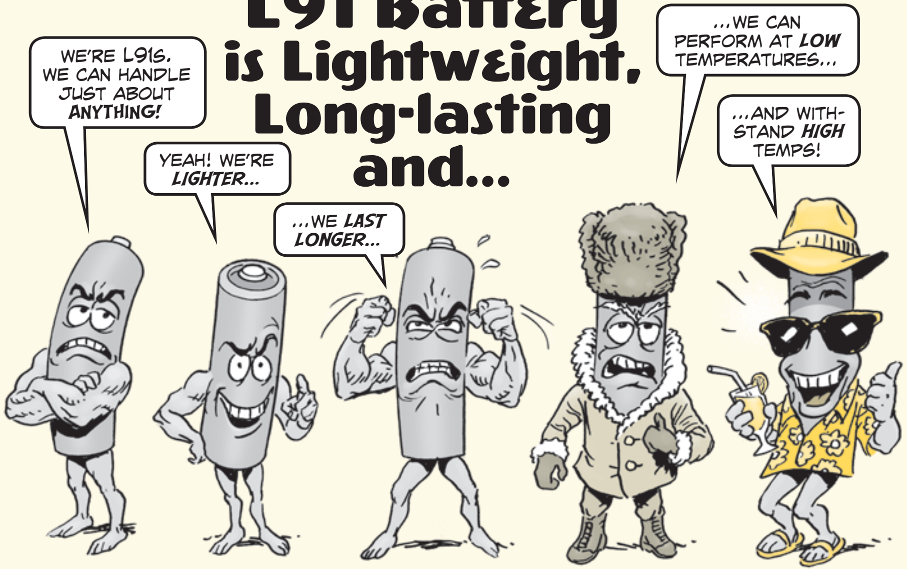

EUGS Base Station
55 Sensors

The E-UGS consists of one base station kit and one sensor kit.

For more E-UGS information and technical support, go to the Applied Research Associates (ARA), Inc. website: **http://eugs.ara.com**

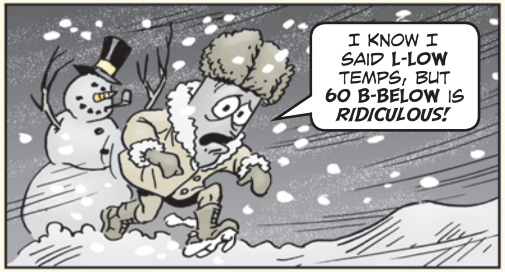
You may also contact PM Ground Sensors' Michael D. Joines at DSN 654-3295, (703) 704-3295, or email: **michael.d.joines.ctr@mail.mil**

L91 Battery is Lightweight, Long-lasting and...

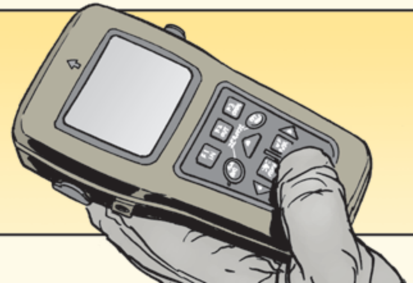

WE'RE L91s. WE CAN HANDLE JUST ABOUT ANYTHING!
YEAH! WE'RE LIGHTER...
...WE LAST LONGER...
...WE CAN PERFORM AT LOW TEMPERATURES...
...AND WITHSTAND HIGH TEMPS!

When you move out on patrol, you're carrying lots of gear powered by batteries. And that gear can soon drain the energy out of ordinary commercial batteries—especially in freezing temperatures. That's why you should use **L91** non-rechargeable lithium iron disulfide AA batteries, NSN 6135-01-333-6101. Although the L91s cost more than alkaline AA batteries, they out-perform the alkalines hands down. The L91 lithium batteries:

- Are 37 percent lighter than alkaline batteries.
- Last up to seven times longer.
- Perform at temperatures as low as -40°F.
- Withstand high temperatures. After 12 years of storage at 104°F, the L91 batteries keep 80 percent of their capacity.

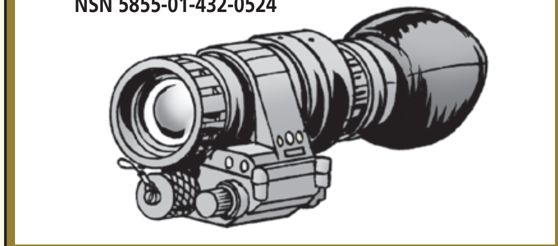

I KNOW I SAID L-LOW TEMPS, BUT 60 B-BELOW IS RIDICULOUS!

- Power your AN/PSN-13 defense advanced GPS receiver (DAGR) for nearly 15 hours at -4°F. Alkaline batteries last less than 2 hours at that temperature.



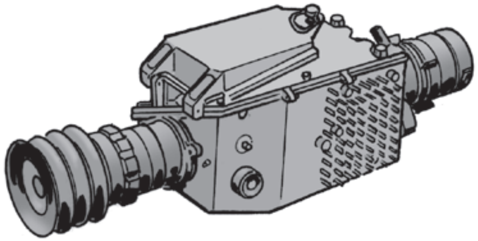
HERE ARE SOME EXAMPLES OF EQUIPMENT THAT USE THE L91 LITHIUM BATTERIES...

✔ **AN/PVS-14 monocular night vision device, NSN 5855-01-432-0524**



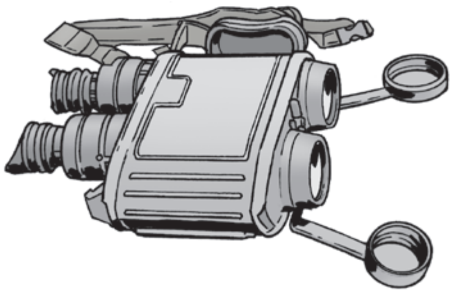
✔ **AN/PEQ-2A infrared illuminator, NSN 5855-01-447-8992**
✔ **AN/PAQ-4C infrared aiming light, NSN 5855-01-398-4315**
✔ **AN/PVS-7D night vision goggles, NSN 5855-01-422-5413**
✔ **AN/PVS-5C night vision goggles, NSN 5855-01-228-0936**

✔ **AN/PAS-13D(V)2 and (V)3 thermal weapon sight, NSN 5855-01-524-4313 (medium) or NSN 5855-01-524-4314 (heavy)**

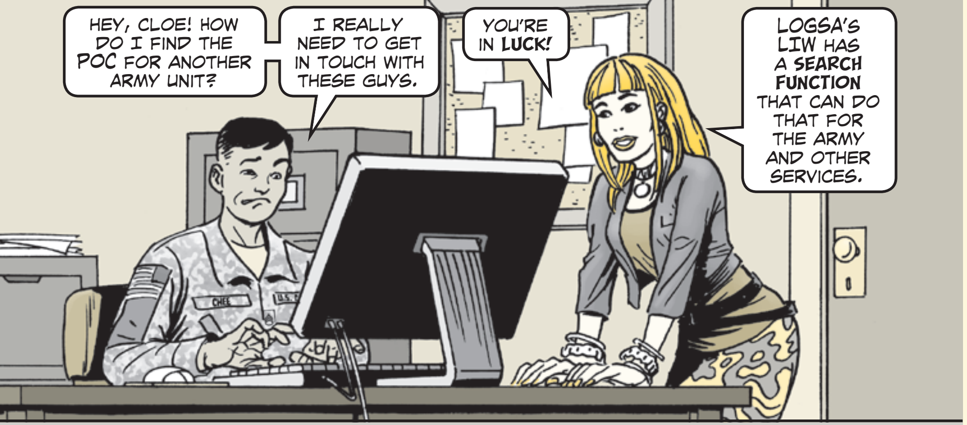


✔ **AN/PSN-13 DAGR, NSN 5825-01-516-8038**

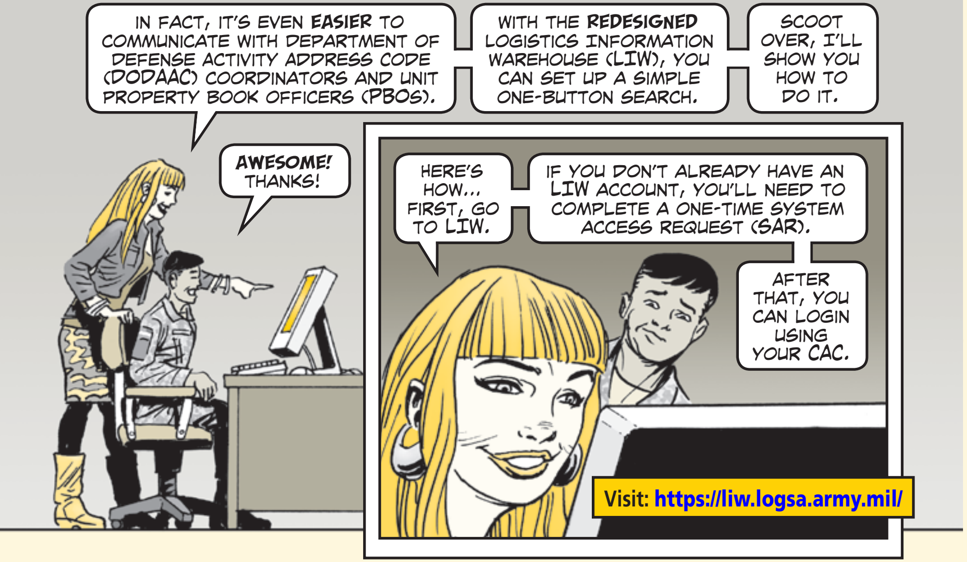
✔ **M25 binoculars, NSN 1240-01-410-7418**



✔ **Flashlights**

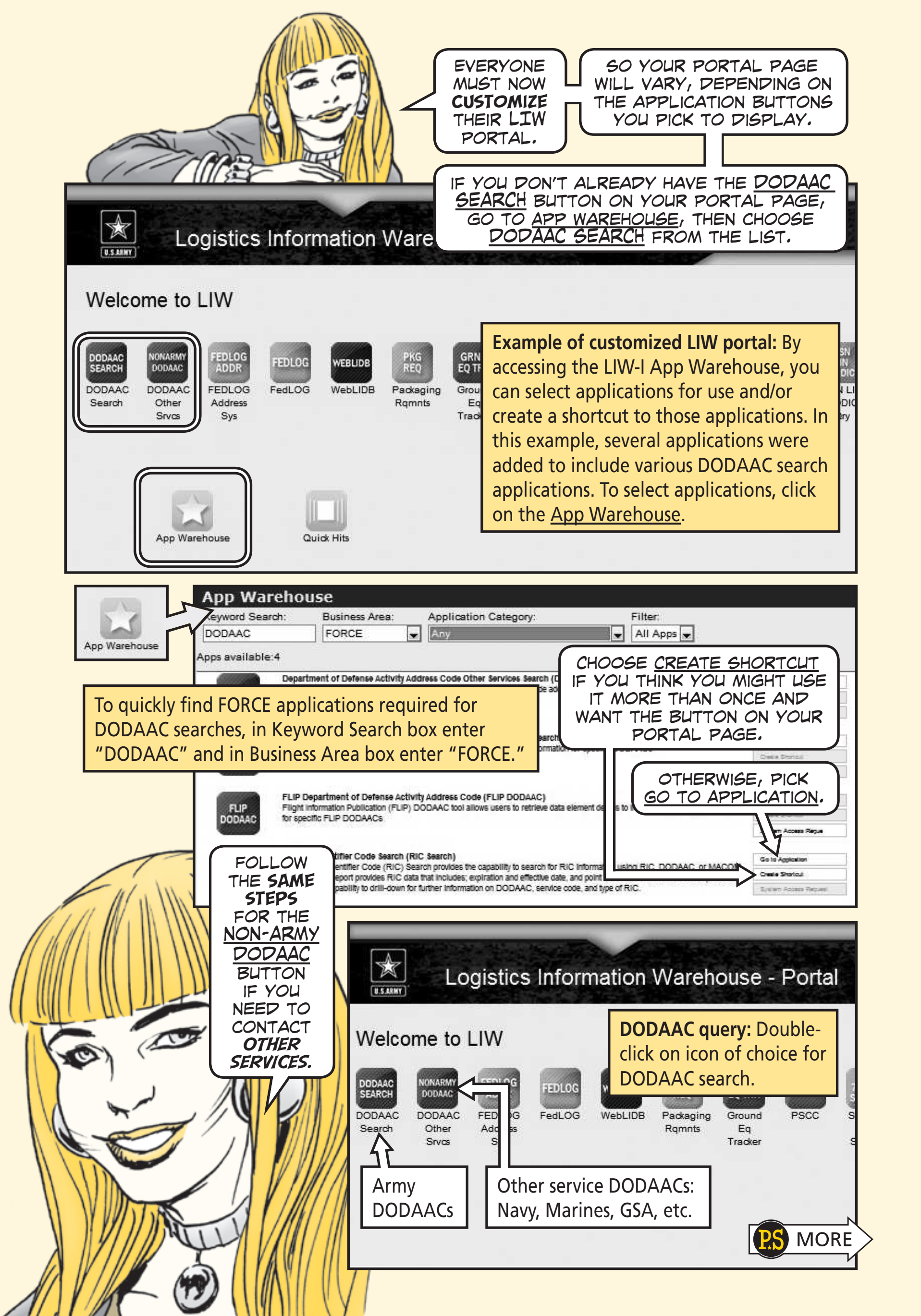

HEY, CLOE! HOW DO I FIND THE POC FOR ANOTHER ARMY UNIT?
I REALLY NEED TO GET IN TOUCH WITH THESE GUYS.
YOU'RE IN LUCK!
LOGSA'S LIW HAS A SEARCH FUNCTION THAT CAN DO THAT FOR THE ARMY AND OTHER SERVICES.

How to Find PBO and DODAAC Coordinator POCs


IN FACT, IT'S EVEN EASIER TO COMMUNICATE WITH DEPARTMENT OF DEFENSE ACTIVITY ADDRESS CODE (DODAAC) COORDINATORS AND UNIT PROPERTY BOOK OFFICERS (PBOS).
WITH THE REDESIGNED LOGISTICS INFORMATION WAREHOUSE (LIW), YOU CAN SET UP A SIMPLE ONE-BUTTON SEARCH.
SCOOT OVER, I'LL SHOW YOU HOW TO DO IT.
AWESOME! THANKS!
HERE'S HOW... FIRST, GO TO LIW.
IF YOU DON'T ALREADY HAVE AN LIW ACCOUNT, YOU'LL NEED TO COMPLETE A ONE-TIME SYSTEM ACCESS REQUEST (SAR).
AFTER THAT, YOU CAN LOGIN USING YOUR CAC.

Visit: https://liw.logsa.army.mil/

Note: Depending on your existing LIW permissions, you may also need to submit a SAR to access some applications for the first time.


EVERYONE MUST NOW CUSTOMIZE THEIR LIW PORTAL.
SO YOUR PORTAL PAGE WILL VARY, DEPENDING ON THE APPLICATION BUTTONS YOU PICK TO DISPLAY.
IF YOU DON'T ALREADY HAVE THE DODAAC SEARCH BUTTON ON YOUR PORTAL PAGE, GO TO APP WAREHOUSE, THEN CHOOSE DODAAC SEARCH FROM THE LIST.
Logistics Information Ware
Welcome to LIW
DODAAC SEARCH
DODAAC Search
NONARMY DODAAC
DODAAC Other Srvcs
FEDLOG ADDR
FEDLOG Address Sys
FEDLOG
FedLOG
WEBLIDB
WebLIDB
PKG REQ
Packaging Rqmnts
App Warehouse
Quick Hits
App Warehouse
Apps available:4
Department of Defense Activity Address Code Other Services Search
FLIP DODAAC
FLIP Department of Defense Activity Address Code (FLIP DODAAC)
Flight Information Publication (FLIP) DODAAC tool allows users to retrieve data element de... for specific FLIP DODAACs
Create Shortcut
Go to Application
Create Shortcut
System Access Request
CHOOSE CREATE SHORTCUT IF YOU THINK YOU MIGHT USE IT MORE THAN ONCE AND WANT THE BUTTON ON YOUR PORTAL PAGE.
OTHERWISE, PICK GO TO APPLICATION.
FOLLOW THE SAME STEPS FOR THE NON-ARMY DODAAC BUTTON IF YOU NEED TO CONTACT OTHER SERVICES.
Logistics Information Warehouse - Portal
Welcome to LIW
DODAAC SEARCH
DODAAC Search
NONARMY DODAAC
DODAAC Other Srvcs
FEDLOG
FedLOG
WebLIDB
Packaging Rqmnts
Ground Eq Tracker
PSCC
PS MORE

Example of customized LIW portal: By accessing the LIW-I App Warehouse, you can select applications for use and/or create a shortcut to those applications. In this example, several applications were added to include various DODAAC search applications. To select applications, click on the App Warehouse.

Keyword Search: DODAAC
Business Area: FORCE
Application Category: Any
Filter: All Apps

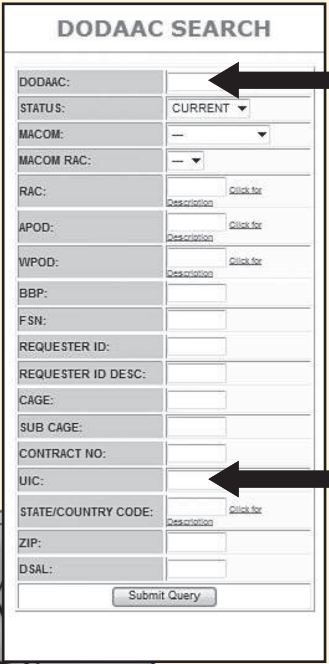
To quickly find FORCE applications required for DODAAC searches, in Keyword Search box enter "DODAAC" and in Business Area box enter "FORCE."

DODAAC query: Double-click on icon of choice for DODAAC search.

Army DODAACs

Other service DODAACs: Navy, Marines, GSA, etc.

ONCE YOU ENTER DODAAC SEARCH MENU, TYPE IN THE DODAAC OR UNIT IDENTIFICATION CODE (UIC) OF THE UNIT YOU WANT TO CONTACT.
YOU CAN ALSO SEARCH BY OTHER WAYS, LIKE ZIP CODES.



DODAAC SEARCH

DODAAC:
STATUS: CURRENT
MACOM: —
MACOM RAC: —
RAC: Click for Description
APOD: Click for Description
WPOD: Click for Description
BBP:
FSN:
REQUESTER ID:
REQUESTER ID DESC:
CAGE:
SUB CAGE:
CONTRACT NO:
UIC:
STATE/COUNTRY CODE: Click for Description
ZIP:
DSAL:

Submit Query

Enter a DODAAC, then press Submit Query button

or

Enter the entire UIC (all 6 characters) or search for DODAACs within UIC series (first 4 characters). Press Submit Query button.

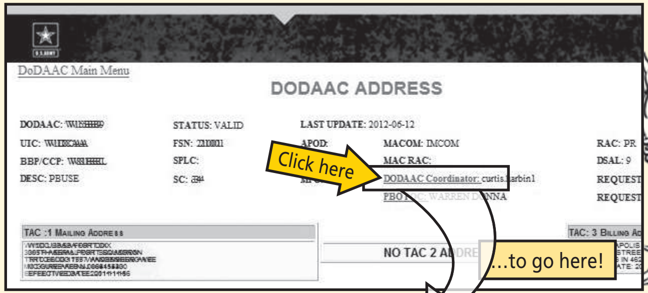
DODAAC Query Options: DODAAC search can be used to search for DODAACs using different criteria. The most common queries are:

1. Identify a specific/known DODAAC—For general DODAAC information, including a DODAAC POC/DODAAC coordinator or unit POC.
2. DODAAC search by UIC—Identifies all DODAACs associated with a unit or within a UIC series.

GOOD NEWS! NOW THE ARMY CAN FIND PBOS ANYWHERE!

Attention PBOs! Please check that the POC info for the PBO (role 10) in PBUSE is current for your unit's UIC/DODAAC. If this info is missing or outdated, others who urgently need to contact your unit cannot do so.

ON THE DODAAC ADDRESS PAGE, LOOK FOR A TITLE LIKE "DODAAC COORDINATOR" OR "PBO POC." CLICK ON THE HYPERLINK THERE.
IN MANY CASES, YOU'LL GET THE DODAAC COORDINATOR AND/OR PBO NAME, EMAIL ADDRESS AND PHONE NUMBER.



DoDAAC Main Menu

DODAAC ADDRESS

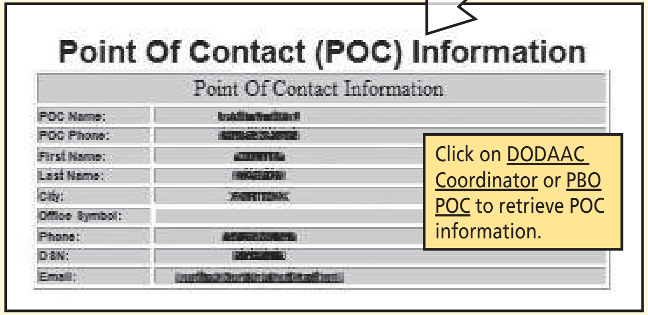
DODAAC: [redacted]
UIC: [redacted]
BBP/CCP: [redacted]
DESC: PBUSE
STATUS: VALID
FSN: [redacted]
SPLC:
SC: [redacted]
LAST UPDATE: 2012-06-12
APOD:
MACOM: IMCOM
MAC RAC:
DODAAC Coordinator: curtis.[illegible]arbin1
PBO POC: WARREN D[illegible]NNA
RAC: PR
DSAL: 9
REQUEST
REQUEST

TAC :1 Mailing Address
[redacted]

NO TAC 2 ADDRE

TAC: 3 Billing Ad

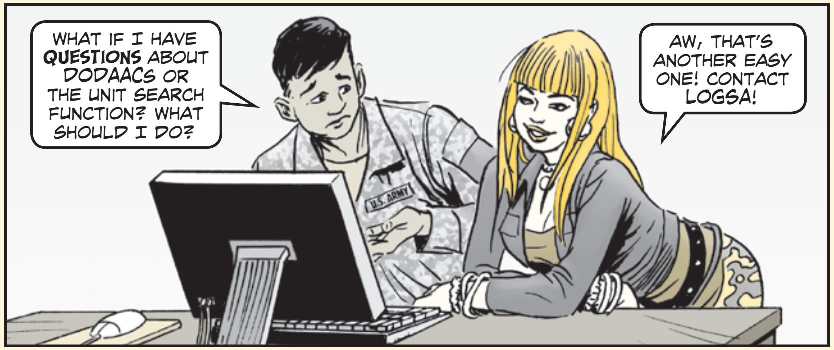
Click here
...to go here!



Point Of Contact (POC) Information

Point Of Contact Information	
POC Name:	[redacted]
POC Phone:	[redacted]
First Name:	[redacted]
Last Name:	[redacted]
City:	[redacted]
Office Symbol:	
Phone:	[redacted]
DSN:	[redacted]
Email:	[redacted]

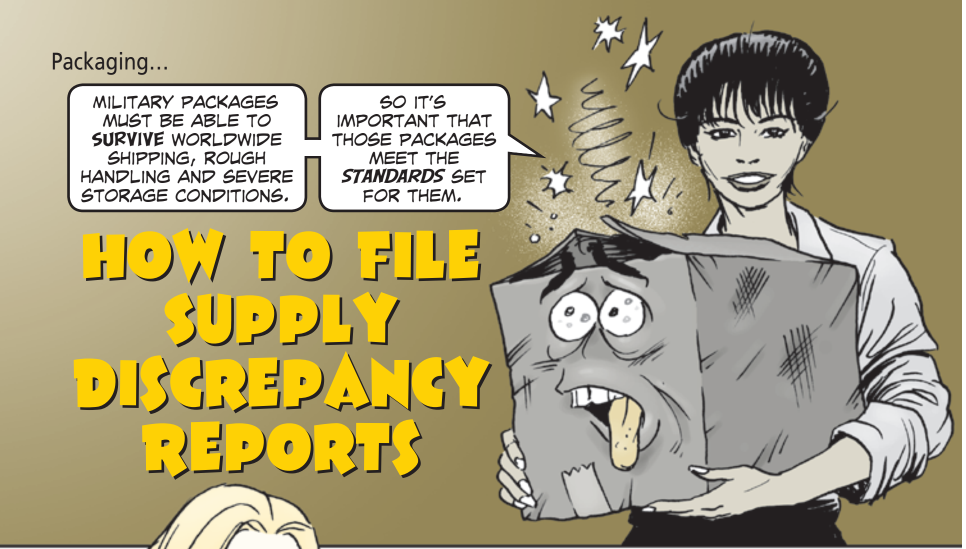
Click on DODAAC Coordinator or PBO POC to retrieve POC information.


WHAT IF I HAVE QUESTIONS ABOUT DODAACS OR THE UNIT SEARCH FUNCTION? WHAT SHOULD I DO?
AW, THAT'S ANOTHER EASY ONE! CONTACT LOGSA!

For UIC-related issues, email:
usarmy.redstone.logsa.mbx.aesip-force@mail.mil
For DODAAC and routing identifier code (RIC)-related issues, email:
usarmy.redstone.logsa.mbx.acsp@mail.mil

PS END

Packaging...


MILITARY PACKAGES MUST BE ABLE TO SURVIVE WORLDWIDE SHIPPING, ROUGH HANDLING AND SEVERE STORAGE CONDITIONS.
SO IT'S IMPORTANT THAT THOSE PACKAGES MEET THE STANDARDS SET FOR THEM.

HOW TO FILE SUPPLY DISCREPANCY REPORTS

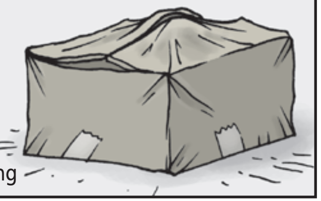
THE FOLLOWING LISTS ARE EXAMPLES OF PACKAGING PROBLEMS THAT MAY REQUIRE YOU TO FILE A SUPPLY DISCREPANCY REPORT (SDR).
USE THESE TIPS WHEN CHECKING INCOMING PRODUCTS FOR PROBLEMS, AND AS GUIDELINES FOR REPORTING ANY PACKAGING DEVIATIONS OR OMISSIONS...

Preservation Problems

- Preservation inadequate
- Item corroded
- Material contaminated
- Cushioning inadequate
- Wrong materials used
- Too much preservative used
- Wrong number of items in unit container

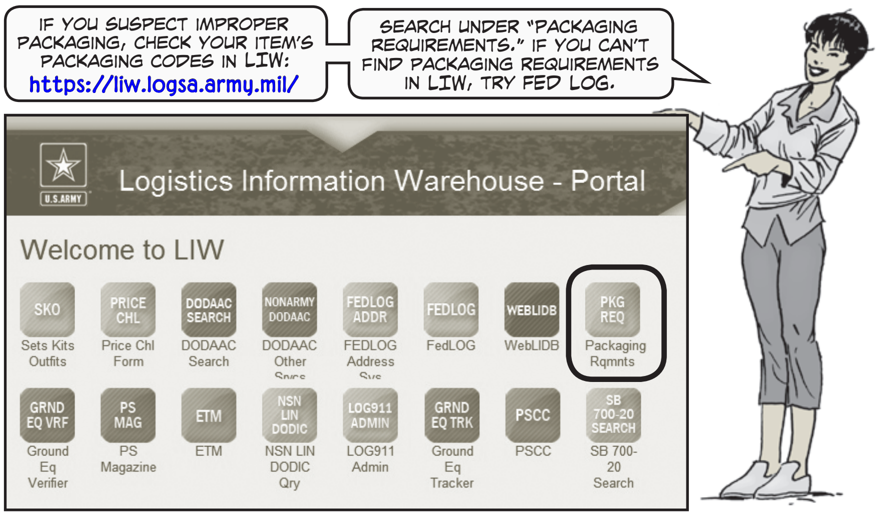
Packing Problems

- Deficiencies in the following areas:
  - Container
  - Closure
  - Strapping
  - Cushioning
  - Blocking
- Skids left off
- Excessive packing



Marking Problems

- Wrong national stock number (NSN) used
- Wrong item description listed
- Incorrect quantity on unit container
- Wrong unit of issue
- Method/date of packaging incorrect or missing
- Contract number wrong or missing
- Electrostatic discharge (ESD) symbol, label or marking incorrect or missing
- Radio frequency identification (RFID) tag missing or incorrectly labeled (P311-P317)
- Heat-treated wood markings (P215). Wood packing materials stamped with "HT" do not meet guidelines.


IF YOU SUSPECT IMPROPER PACKAGING, CHECK YOUR ITEM'S PACKAGING CODES IN LIW: https://liw.logsa.army.mil/
SEARCH UNDER "PACKAGING REQUIREMENTS." IF YOU CAN'T FIND PACKAGING REQUIREMENTS IN LIW, TRY FED LOG.
U.S.ARMY
Logistics Information Warehouse - Portal
Welcome to LIW
SKO Sets Kits Outfits
PRICE CHL Price Chl Form
DODAAC SEARCH DODAAC Search
NONARMY DODAAC DODAAC Other
FEDLOG ADDR FEDLOG Address
FEDLOG FedLOG
WEBLIDB WebLIDB
PKG REQ Packaging Rqmnts
GRND EQ VRF Ground Eq Verifier
PS MAG PS Magazine
ETM ETM
NSN LIN DODIC NSN LIN DODIC Qry
LOG911 ADMIN LOG911 Admin
GRND EQ TRK Ground Eq Tracker
PSCC PSCC
SB 700-20 SEARCH SB 700-20 Search

Submit a packaging SDR if:

- The cost of using the right packaging exceeds $100 or the value of the item, shipment or package exceeds $2,500.
- The discrepancy involves hazardous material where a hazardous condition could result.
- The discrepancy results in damaged material that may endanger people or impair combat or deployment operations.

HERE'S A SAMPLE SCENARIO...

A SHIPMENT OF CIRCUIT CARDS ARRIVES AT YOUR UNIT. HOWEVER, THE PACKAGING MATERIAL DOES **NOT** CONFORM TO MIL-B-81705, *BARRIER MATERIALS, FLEXIBLE, ELECTROSTATIC DISCHARGE PROTECTIVE, HEAT-SEALABLE, ESD PROTECTIVE PACKAGING.*

THE MARKINGS SPECIFIED IN MIL-STD-129, *MILITARY MARKING FOR SHIPMENT AND STORAGE,* ARE **ALSO** MISSING ON THE UNIT PACK.

THE ESTIMATED COST OF REPACKAGING IS GREATER THAN $100; THE CIRCUIT CARDS, WHICH ARE WORTH MORE THAN $2,500, ARE USED IN AVIONICS AND ARE **CRITICAL SAFETY ITEMS.**

IN THIS CASE, A PACKAGING SDR **MUST** BE SUBMITTED.

SDR procedures are found in Defense Logistics Manual (DLM) 4000.25, Volume 2 (Supply Standards and Procedures), Chapter 17 (Supply Discrepancy Reporting). You can find the pub here:

http://www2.dla.mil/j-6/dlmso/eLibrary/Manuals/dlm/dlm_pubs.asp

For SDR FAQs, info and links, go to:

http://www.landandmaritime.dla.mil/Offices/Packaging/PkgSDRS.asp

Additional SDR training can be found at:

http://www2.dla.mil/j-6/dlmso/eApplications/Training/websdr/WebSDR_Training.ppt

The primary method for submitting a packaging SDR is via WebSDR:

https://www2.transactionservices.dla.mil/websdr/home.asp

PS MORE

WebSDR requires CAC access. Submit a System Access Authorization Request (SAAR) to register. WebSDR is a web-based entry method. It automatically tracks SDR response information, and also allows you to upload supporting documentation like pictures.

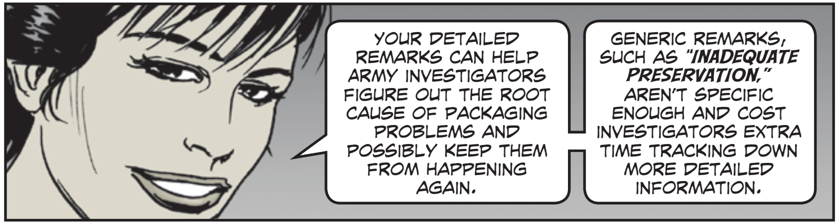
Army users submitting SDRs for Army action activities (source of supply) must follow the instructions in the link named “THIS ARMY GUIDANCE.”

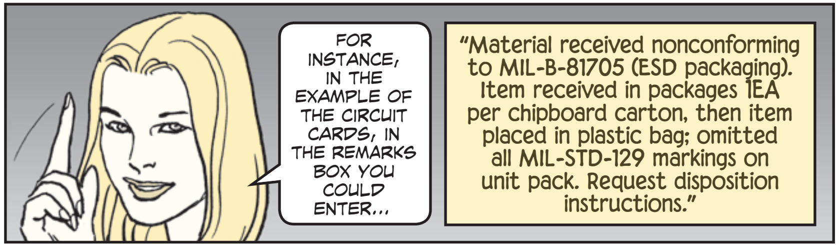
Begin by selecting “New” under “Submit an SDR” from the left side of the screen. WebSDR will guide you through each step, including selecting the packaging discrepancy code(s). You may enter a maximum of three discrepancy codes.

Until electronic reporting is available for everyone, you can also submit SDRs using a hard copy SF 364, *Report of Discrepancy*. The form is available at:

http://www.gsa.gov/portal/forms/download/116282

Put Remarks in the REMARKS Section

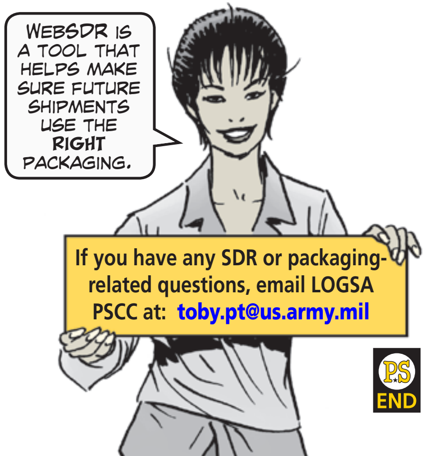

YOUR DETAILED REMARKS CAN HELP ARMY INVESTIGATORS FIGURE OUT THE ROOT CAUSE OF PACKAGING PROBLEMS AND POSSIBLY KEEP THEM FROM HAPPENING AGAIN.
GENERIC REMARKS, SUCH AS *"INADEQUATE PRESERVATION,"* AREN'T SPECIFIC ENOUGH AND COST INVESTIGATORS EXTRA TIME TRACKING DOWN MORE DETAILED INFORMATION.


FOR INSTANCE, IN THE EXAMPLE OF THE CIRCUIT CARDS, IN THE REMARKS BOX YOU COULD ENTER...
“Material received nonconforming to MIL-B-81705 (ESD packaging). Item received in packages 1EA per chipboard carton, then item placed in plastic bag; omitted all MIL-STD-129 markings on unit pack. Request disposition instructions.”

Before submitting the information in WebSDR, you can list two email addresses to receive a distribution copy.

WebSDR-input reports will trigger creation of a distribution copy as proof of the SDR submission. Keep these SDRs in pdf or Microsoft Word digital format.

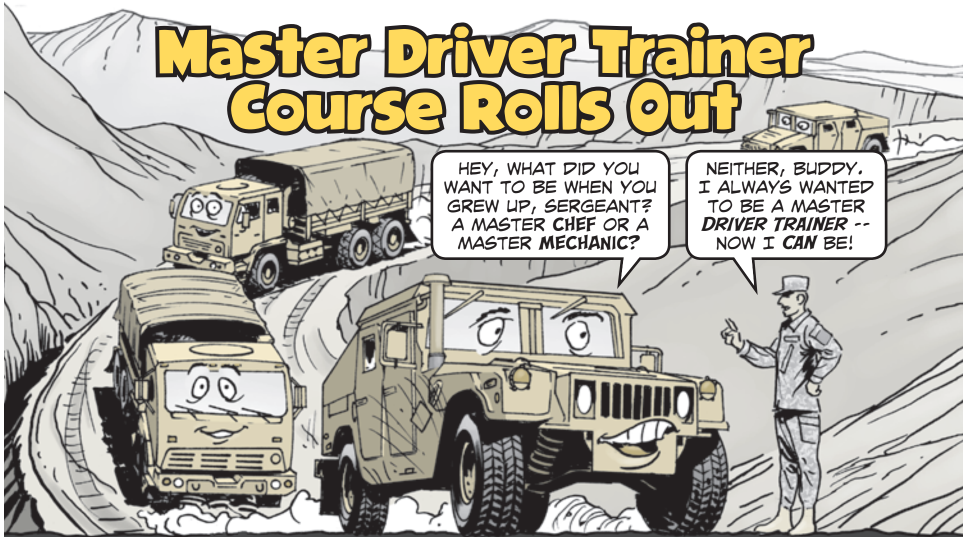
After submission, use WebSDR to update, follow up on or cancel the SDR. Remember, the purpose of an SDR is to determine the cause of the problem, take corrective action and keep it from happening again.


WEBSDR IS A TOOL THAT HELPS MAKE SURE FUTURE SHIPMENTS USE THE ***RIGHT*** PACKAGING.

If you have any SDR or packaging-related questions, email LOGSA PSCC at: toby.pt@us.army.mil

END

Master Driver Trainer Course Rolls Out


HEY, WHAT DID YOU WANT TO BE WHEN YOU GREW UP, SERGEANT? A MASTER ***CHEF*** OR A MASTER ***MECHANIC?***
NEITHER, BUDDY. I ALWAYS WANTED TO BE A MASTER ***DRIVER TRAINER*** -- NOW I ***CAN*** BE!

The Army’s Transportation School at Ft Lee, VA, now offers a Master Driver Trainer Qualification Course (MDTQC). The 90-hour course (80 hours resident training and 10 hours online) is open to staff sergeants and sergeants first class from all Army components in the 88M, motor transport operator, MOS. Soldiers who graduate receive the additional skill identifier (ASI) of M9.

It’s important to note that MDTQC is **not** the same as local master driver programs offered at posts, camps, stations or installations. The **only** way to obtain the Army’s new M9 ASI is to graduate from the MDTQC at Ft Lee.

Army master driver trainers are subject matter experts who can advise commanders and units on how to develop and run an effective and safe driver’s training program. They are responsible for developing standardized unit training programs in:

- Operator safety
- Risk management
- Accident avoidance, field expedients, vehicle recovery
- Operating material handling equipment (MHE)
- Convoy operations and security, route classification, planning, organizing
- Securing loads
- Driver’s training aids, devices, simulators and simulations (TADSS) integration

MDTQC is listed in the Army Training Requirements and Resources System (ATTRS). Visit:

https://www.atrrs.army.mil/

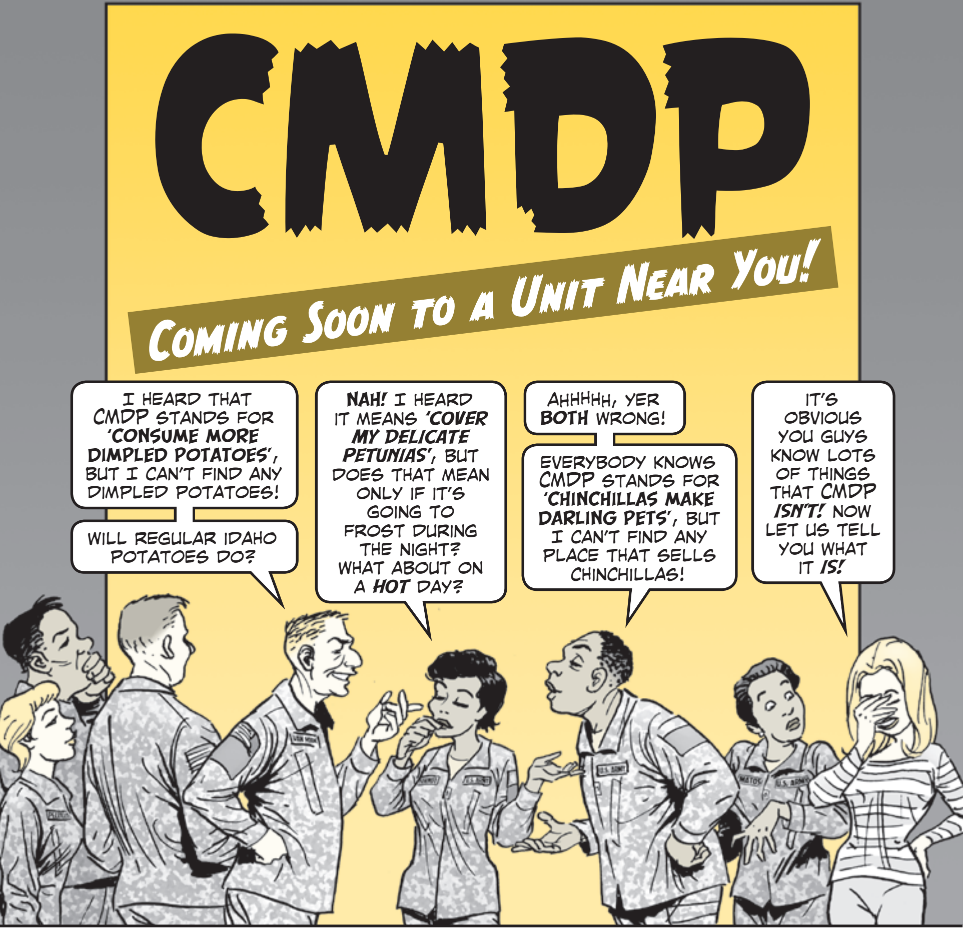
In the course catalog, search for Course 8C-F45/553-ASIM9. The report date for the first MDTQC class is 27 Oct 2013 at Ft Lee. The Transportation School plans to train about 72 students a year, with class size averaging 14 students.

For more information about MDTQC, contact Jeffrey Skinner, DSN 539-1955, (804) 765-1955, or email:

jeffrey.e.skinner.civ@mail.mil

CMDP

Coming Soon to a Unit Near You!


I HEARD THAT CMDP STANDS FOR 'CONSUME MORE DIMPLED POTATOES', BUT I CAN'T FIND ANY DIMPLED POTATOES!
WILL REGULAR IDAHO POTATOES DO?
NAH! I HEARD IT MEANS 'COVER MY DELICATE PETUNIAS', BUT DOES THAT MEAN ONLY IF IT'S GOING TO FROST DURING THE NIGHT? WHAT ABOUT ON A HOT DAY?
AHHHHH, YER BOTH WRONG!
EVERYBODY KNOWS CMDP STANDS FOR 'CHINCHILLAS MAKE DARLING PETS', BUT I CAN'T FIND ANY PLACE THAT SELLS CHINCHILLAS!
IT'S OBVIOUS YOU GUYS KNOW LOTS OF THINGS THAT CMDP ISN'T! NOW LET US TELL YOU WHAT IT IS!

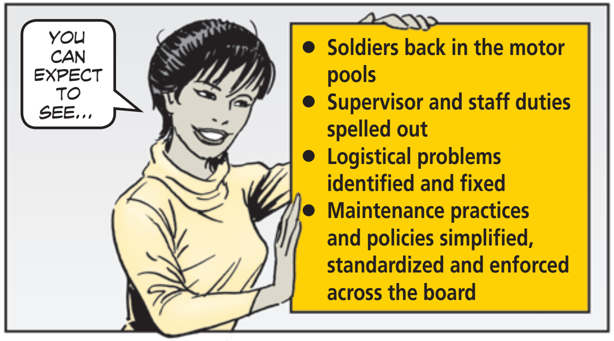
IT'S COMMON SENSE THAT GOOD MAINTENANCE IMPROVES COMBAT READINESS.
MOST OF US KNOW THIS FACT.
BUT SOMETIMES, KNOWING WHAT NEEDS TO BE DONE ISN'T THE SAME AS DOING IT.

One way the Army plans to tackle growing maintenance problems is by setting up the Command Maintenance Discipline Program (CMDP).

The goal is to make maintenance a priority at all levels. To do so, CMDP stresses a return to traditional maintenance programs and practices.

CMDP goes into effect with the next update of DA Pam 750-1, *Commanders' Maintenance Handbook*. The estimated release date for the revised publication is the 4th quarter of FY13. Chapter 11 will cover CMDP in detai

HOW WILL CMDP CHANGE THINGS AROUND HERE?


YOU CAN EXPECT TO SEE...

- **Soldiers back in the motor pools**
- **Supervisor and staff duties spelled out**
- **Logistical problems identified and fixed**
- **Maintenance practices and policies simplified, standardized and enforced across the board**

Just as important as knowing what CMDP is, you should also understand what it ***isn't.*** CMDP won't replace Maintenance Assistance and Instruction Teams (MAIT), Command Maintenance Evaluation and Training Teams (COMET), or Inspector General (IG) inspections.

Instead, CMDP is a daily informal program using requirements checklists. The checklists help commanders with oversight and make maintenance a command priority again.

Formal unit evaluations will still take place. Brigade and smaller active units will be evaluated semi-annually, and Army National Guard (ARNG) and reserve component (RC) units annually.

Army commands, Army service component commands and direct reporting units will make formal evaluations on their next lower commands (division and/or corps) annually for active Army, and bi-annually for ARNG and RC.

CMDP will also recognize and reward excellence in those units that excel in maintenance.

For more details about CMDP, see ALARACT 326/2012. The Army keeps an online database in AKO of ALARACTs going back to 1990. Folders are filed by year. Check it out at:

https://www.us.army.mil/suite/page/550282

OF COURSE, PS WILL BE WITH YOU ALL THE WAY WITH THE LATEST AND GREATEST MAINTENANCE ADVICE, INSTRUCTIONS AND TIPS!

Connie's PS Post Scripts

D7R II Dozer PMCS Error

Operators, forget about using the blade float indicator mentioned in PMCS Step 26 of TM 5-2410-241-10. That indicator is an option only on commercial D7R dozers, not the military version. Make a note until the -10 TM is updated.

How to Find LOGSA's MMDF

The Logistics Support Activity (LOGSA) keeps the Maintenance Master Data File (MMDF) in the Logistics Information Warehouse (LIW). Here's how to find it. First, go to LIW at:

https://liw.logsa.army.mil/

After you sign in, click on App Warehouse. In the "Application Category" drop-down list, pick MMDF. Click Create Shortcut for the LIW RSRCS app. This adds an LIW RSRCS icon to your LIW portal. From then on, picking that icon gives you a list of LIW resources, including the MMDF. For MMDF help, email:

usarmy.redstone.logsa.mbx.mmdf@mail.mil

New Sentinel IETM Coming

A new Sentinel IETM will soon be hitting the field. But if you don't update your pubs account, you won't get it. Update your DA Form 12-series at:

https://dol.hqda.pentagon.mil/ptclick/index.aspx

Enter EM 0096, TM 9-1430-SENTINEL, IDN 323475, and the number of copies you'll need. The new IETM uses the IADS format, instead of the previous AIMSS format. For information on how to use IADS, go to:

https:/iads.redstone.army.mil

Turn in M202 Rocket Launcher

If you still have M202 rocket launchers, NSN 1055-00-021-3909 and LIN L45250, turn them in now. They're obsolete. Ship them to:

DODAAC: W562RP
RIC: BA4
DLA Disposition Services Anniston
Anniston Army Depot
7 Frankford Ave, Bldg 282
Anniston, AL 36201-4199

MRAP Annual Service Kits

Semiannual services are no longer required for any of the MaxxPro variants, so make a note in the vehicle TMs until they're updated. However, PMCS and annual services ***are*** still required. So get the annual service kit for the M1224 MaxxPro base model with NSN 2990-01-570-3792. Use NSN 2990-01-578-9655 to get an annual service kit for these MRAP variants: M1234 Plus, M1234A1 Plus ambulance, M1235 Dash, M1235A1 Dash DXM and M1235A2 Dash DXM ambulance.

ATP 4-0.6 Offers LIS Support

A new Army Techniques Publication (ATP) 4-0.6, *Techniques for Sustainment Information Systems Support,* was released in April 2013. This ATP from the Combined Arms Support Command (CASCOM) Enterprise System Directorate (ESD) covers field level support for Logistics Information Systems (LIS).

Download the ATP from the milSuite forum: https://www.milsuite.mil/book/thread/100201 or at: http://armypubs.army.mil/doctrine/DR_pubs/dr_a/pdf/atp4_0x6.pdf

SNAG THE *PACKAGING BULLETIN*

AMC's *Packaging Bulletin* gives a snapshot of what's happening around the Army packaging community. You'll also learn about the latest in packaging testing, development and new materials. To subscribe, email your request to: eric.j.cowan6.civ@mail.mil

You can request access to past issues of the *Packaging Bulletin* by visiting:

https://collab.aep.army.mil/sites/Packaging_Bulletin/default.aspx

Correct M26 Decon Fuel Can Position

If you go by some of the illustrations throughout TM 3-4230-238-10 and -23&P on positioning the M26's fuel can, you could end up with a fire. That position allows the metal braided fuel lines to touch the burner, melt their rubber interior and leak. The fuel can should be installed so that its fuel lid is on the opposite side of the burner to keep the fuel lines from touching the burner. Questions? Contact TACOM's Emily Santiago at DSN 786-1702, (586) 282-1702, or email: emily.e.santiago2.civ@mail.mil

FMTV Torque Rod Seal Kit

Page 61 of PS 726 (May 13) listed NSN 2510-01-499-5596 for the FMTV's torque rod seal kit (with tool). That NSN is now a terminal item. Get the kit with NSN 2510-01-525-7576.

REPLACE M26 IUID STICKER

The M26 decon's item unique identification (IUID) sticker isn't durable enough to last as long as the M26. TACOM is replacing the sticker with an IUID plate. To get plates for your M26s, follow the instructions in MAM 13-034, which you can find at: https://tulsa.tacom.army.mil/

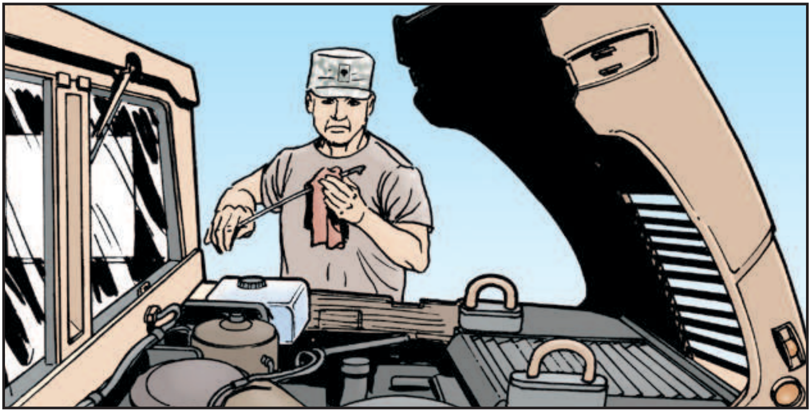
Include POC and phone number, installation, shipping address, and the M26 serial numbers. MWO 3-4230-238-23 gives instructions on how to install the plate. If you've already responded to MAM 13-034, you don't need to do anything further.

M149A1/A2 Trailer Elbow Pipe

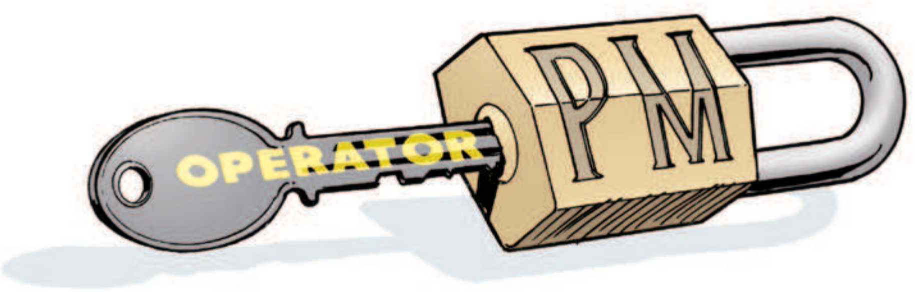
Get the 90-degree elbow pipe for the faucet on your M149A1/A2 water trailer with NSN 4730-00-253-5765 (M149A1 and early configuration M149A2) or NSN 4730-01-433-2623 (current configuration M149A2). NSN 4730-00-221-4997, which is shown as Item 16 in Fig 28 of TM 9-2330-267-14&P (Jul 91), brings a 45-degree elbow pipe that won't work. Make a note until these NSNs appear in the new TM 9-2330-367-13&P, which is scheduled for print in the near future.

DISTRIBUTION: To be distributed in accordance with the initial distribution number (IDN) 340312, requirements for TB 43-PS-Series.

Would You Stake Your Life right now on the Condition of Your Equipment?



UNLOCK THE FIRST LEVEL OF PREVENTIVE MAINTENANCE


OPERATOR
PM